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SKI

World's largest ski publication 50¢ February, 1961



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NEW double chair lift, five new trails for the 1960-61 season. * 24 slopes and trails, six lifts, carrying capacity now nearly 6,000 skiers per hour. * More than 60 inns, lodges, motels, dorms and guest homes for comfortable lodgings in every price range.

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Message from the Publisher

ADVERTISING OUTLOOK

Ski surge booms ad spending for firms in the field

Surge of skiing as a popular sport is sparking increased advertising activity from a variety of sources. Advertisers involved range from state governments and ski areas to hotels and lodges, from clothing, equipment makers and retailers to transportation lines.

Their target: a big and well-heeled market (5-million skiers today), which is growing fast (by an estimated 25 per cent a year). Skiing is fast closing in on boating as the nation's most popular family sport. It's getting an added boost from new, safer equipment, growing popularity of winter vacations, wide attention given Olympic coverage.

Here's what you will see:

► **Stepped-up advertising by individual firms in the field.** Typical is leading ski-wear maker White Stag, which has quadrupled sales in a decade, doubled ad spending in past five years. The firm is using an approach sure to get more attention in the future: Olympic ski star Penny Pitou is under contract for three-month country-wide tour doing in-store promotions. Retailers like Macy's plug ski departments in ads.

► **More aggressive promotion of the sport by companies involved.** One indication: creation of a new trade association, Ski Industries America, representing 95 per cent of domestic manufacturers, importers and distributors of ski togs and gear. It plans an aggressive promotion and merchandising campaign aimed at doubling industry sales in the next few years.

► **Air, bus and other transportation lines actively seeking skier revenues—and with reason.** The average U.S. skier will travel 1,500 miles this year in pursuit of the slopes. Transportation advertisers are promoting package plans for groups—anything from a day at a nearby area to several weeks in the Andes or Europe. Newest wrinkle: helicopter service to major resorts.

Advertisers in other product lines like liquor, cigarettes and autos are tying into the boom with more ads using ski settings or copy themes. One example: Alpine cigarettes, which features a ski display in transportation terminals and is working on several promotions and media ads built around skiing.

It's a big chance for special media. Ski Magazine lineage jumped 12 percent last year, is 26 percent ahead this season.

It looks like a tougher job for marketing immediately ahead. Add spreading unemployment, disappointing retail sales to an already uncertain business picture.

Then, too, personal income, till now at reassuring record levels, has leveled off at an annual \$409.5-billion after a steady eight-month climb. This is an index to watch this month and next. Any dip could vitally affect consumer buying power, a rosy factor in the business picture in recent months.

Another indication of rougher selling to come: Latest survey of consumer purchasing plans for the Federal Reserve Board shows a decline in consumer intentions to buy in several categories. Only 18.3 per cent of families now plan to buy a new or used car in the next 12 months, compared to 20.9 per cent a year ago; plans to buy washing machines, too, are down—5.4 percent of families contemplated purchases versus 6.9 per cent in 1959.

Reprinted from Printers' Ink, December 23, 1960.
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The page reproduced on the left is from the December 23rd issue of Printers' Ink, one of the leading magazines in the advertising field. It confirms what we've long suspected: that skiers and the ski industry represent a vigorous segment of the American economy. It is a rousing tribute to all in our fast-growing sport.

SKI Magazine—the first to recognize the needs and potentials of the skier more than twenty-five years ago—has reflected this dynamic growth. After a quarter century of service to readers and advertisers alike, SKI Magazine remains first in:

editorial excellence
advertising lineage
paid circulation
audited by the
Audit Bureau of
Circulation

After checking the statistics for the first four issues of SKI we have concluded that the only thing going downhill in the ski industry today is the skier!

Sincerely,

Bill Eldred
William T. Eldred
Publisher

leveled-off incomes,
now buying challenge
art of marketing



Shortest time between takeoffs *for Europe's finest slopes*

In jet time Alitalia speeds you to Milan — gateway to the Italian Alps: Sestriere, Courmayeur, Cervinia, Cortina . . . and many other famous European ski resorts.

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*17 day jet economy round trip fare in effect to March 31, 1961 — fares from Boston and Montreal slightly lower.



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COVER PHOTO

Photos taken at the Olympics by former American great, Art Devlin, show four variations of modern aerodynamic style. Clockwise from top left are Russian Koba Tsakadze, Swiss Andreas Dascher, Norwegian Torbjorn Yggeseth, and Finn Niilo Halonen.

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SKI, FEBRUARY, 1961

SKI magazine

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SKI COLORADO THIS YEAR

Enjoy skiing at its fun-filled best on light-as-fluff powder snow, sparkling in the brilliant sunshine of Colorado's crisp, dry climate. And you can enjoy Colorado's wonderful skiing no matter what your ability, for every ski area in Colorado offers a wide variety of runs—from gentle novice slopes, perfect for learning or practicing, to spectacular expert runs that drop from the very peaks of the lofty Rockies.

Colorado areas and lodges offer a wide selection of accommodations in every price range...including many attractive all-expense package plans.

Don't put it off another season—come to Colorado this year and enjoy the ski vacation of your lifetime.

MAIL COUPON TODAY FOR COMPLETE INFORMATION

Detailed information on all Colorado ski areas, transportation, lodges (including prices)—and complete list of winter sports events.

COLORADO WINTER SPORTS COMMITTEE

Room 304 Capitol Building, Denver 2, Colorado

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HOW TO GO SKIING IN JULY



Sip hot buttered rum at luxurious Hotel Portillo. Visit the night club and skating rink.



Dare headwall drops with championship skiers from June to September at Portillo.



Float 2400 feet in 8 minutes at Portillo. Take 40 runs a day at well-equipped resorts.

This summer, ski the superb powder snows of the Chilean Andes—where the seasons are the reverse of ours—and you're there in one day by Panagra Jet at new low fares!

You ski the finest powder snow in the world in Chile where it's winter from June to September. And getting there is a cinch by swift overnight Panagra jets. Dramatic jet fare reductions will be in effect April 1st^{*}—in time for the ski season.

Leave for Santiago any evening. Next day, you'll arrive at Portillo, 9300 feet in the Andes in air as crisp as crusted snow. Hurtle your hickories over one World Championship course for 6 snow-spraying miles, with a 6,000-foot vertical drop. Take a whack at Chile's "Flying Mile" where the experts hit speeds that approach 100 miles an hour. Zigzag a slalom in your shirtsleeves at 70° with crack skiers for company. Perfect weather, snow and siop conditions all season long.

Short runs too, on slow slopes for graceful, swooping practice turns. You'll even ski from the hotel door to the chairlift. Watch the slopes from the 300-room Hotel Portillo sun deck.

Ask for Panagra's special ski fare. All-expense tours to Portillo—\$620 for 14 days including all transportation, hotel, meals and lift fees. Round trip by jet, Miami to Santiago, over the routes of Pan Am and Panagra.

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WORLD'S FRIENDLIEST AIRLINE



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Lowest KLM price ever! Kitzbühel, Chamonix, St. Moritz... and many more of Europe's greatest ski lands are only a few hours away, thanks to KLM's special ski vacations. \$469 includes transportation (Economy Class round trip, 17-Day Excursion Fare), hotel rooms, meals, tips, taxes; plus stopovers in Paris, London, Brussels, and Amsterdam for tax-free shopping. Departures from New York, Houston or Montreal anytime between Oct. 1 and next March 14. KLM Flying Ski Parties, led by certified ski instructors, also available. And don't forget — you can rent a car in Europe for as little as \$3.40 a day.

IT'S A TREAT TO GO ROYAL DUTCH!

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KLM Ski Desk, Dept. SM-21, 609 Fifth Ave., New York, N.Y.

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CONTRIBUTORS

Of all the distinguished authors in this month's issue, few need an introduction less than **Sir Arnold Lunn**, who discusses one of the major problems plaguing skiing today: *The Amateur Problem*. You will probably find Sir Arnold's article controversial in tone and content, which is just what he intended.

Sir Arnold is no stranger to controversy. As one of the sport's great pioneers, he is also one of its most persistent gadflies. The father of a multitude of innovations in recreational and competitive skiing, he has, nevertheless, never hesitated to criticize his own "children" if in his opinion they have gone astray. And since he is also one of the most prolific writers in the ski world, the children have heard a great deal from Sir Arnold.

Controversy was furthest from the thoughts of **David Bradley** when he wrote *Let's Curb the Jumping Judges*, but there will be some who will object to his suggestions to limit the job of the judges. Bradley was the manager of the 1960 Olympic nordic and special jumping teams and saw at first hand what he is talking about. He is also one of the co-authors of the recently published book, "Expert Skiing," and several other distinguished works on a variety of subjects. His interest is not academic. He was on the Dartmouth ski team and in recent years has been active in promoting junior jumping. He is currently in Finland, teaching at the University of Helsinki.

Readers of recent years need no introduction to **Georges Joubert**, whose "Ski 1957" written in collaboration with Jean Vuarnet, Olympic downhill gold medalist, is one of the great definitive works of competitive skiing. Parts of Joubert's various books have found their way into SKI Magazine, but his article, *The Latest in Race Technique* was written especially for SKI and describes the whys of the latest developments.

For sheer versatility it would be hard to beat **Fred Morgan**, who makes a double contribution with the photographic essay, *Ski Silhouettes*, and an exciting short story, *Magic on Moonbeam*. Oh yes, Morgan is also a certified ski instructor at Telemark at Cable, Wis.

Double Olympic silver medalist **Penny Pitou** probably the most familiar figure in American skiing today... **Rink Earle**, who learned his skiing under Hannes Schneider, is a certified instructor at Wildcat, N. H. ... and **W. L. Ball** has been editor of the Ottawa, Ont., Ski Club Year Book for many years.

END



DON'T LIFT A FINGER WITHOUT THIS BOOK:

GENERAL INFORMATION AND SPECIFICATIONS

**FOR ROEBLING T-BAR SKI LIFTS
AND ROEBLING CHAIR LIFTS**

As it says in the introduction, "A successful and profitable ski lift installation depends to a great extent upon the initial planning—before any purchase agreement is signed or before any grading is done or lift location is fixed." Ergo, we have put the information you need for this initial planning between covers for your edification. This 22-page treatise covers in full a wealth of ski lift information: T-Bar Lift, Chair Lift, Passenger Car Cableway, Terminals, Line Towers, Towing Outfits, Safety Systems and Specifications. We'll be glad to send you the book . . . of course, we'll be delighted to sell you the lift. Just ask Roebling Bridge Division for a "Lift." Trenton 2, New Jersey. Mid-west representative: St. Lawrence Sales Inc., Birmingham, Michigan.

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Next Month In Ski

The March issue marks the end of our exciting twenty-fifth anniversary publishing season. Since one of our readers told us that each issue of SKI is "like a satisfying meal" we plan to make the March issue a tasty dessert.

By March, spring and summer skiing are on the minds of most of those who have horrible visions of bare slopes with flowers in bloom. Where to go? We offer a complete *Spring and Summer Ski Guide*. To give you an idea of what you are likely to find, the article will be accompanied by a rich assortment of full-color photographs.

Spring is also the season for some hilarious hi-jinks, which affects even the most sober. Artist-skier **Bob Bugg**, whose drawings on the Alps delighted so many readers in the October issue, has captured the spirit of the occasion and has been busy sketching *If This Be Madness*.

Those who have sweated out reservations at key parts of the season and have envied those who have cabins and homes near or at well-equipped ski areas must have said many times, "One of these days I'll have my own." On the assumption that there is no time like the present, we have scheduled *Tips on Building Your Ski Cabin* by the distinguished West Coast architect **Kelly Buchanan**. There are even several floor plans for good measure.

Skiing has had many stories of persons who have overcome physical handicaps to continue skiing. However, it is doubtful if anyone has overcome the handicaps of Peppi Zwicknagl, who not only relearned to ski after he lost both legs in World War II, but became an instructor at Kitzbühel's famous ski school as well. **Jane McIlvaine** tells his story in *Courage Unlimited*.

March brings to an end two series which have been featured in SKI Magazine since the start of the season. **Miki Hutter** ends his series on the *Secrets of Effortless Skiing* with an article called *Springboard*, one of the essentials of wedeln on steep and difficult terrain. We also end the series *So You've Taken Up Skiing* with some handy tips for the beginning spring skier.

By March we will also know the outcome of some of the major races in Europe. Due to the retirement of many of the top competitors after the Olympics, there will be many new faces among the top ten. Who will they be? SKI will have a special report on the racers who will probably dominate the 1962 FIS World Championships at Chamonix and Zakopane. **END**

SKI, FEBRUARY, 1961

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1961



Where is the most fun skiing in Europe?

Only one country in the world offers the real "Après-Ski"... a bubbling after-ski life of apéritifs, dancing, music, witty conversation, grand casinos, gay cabarets, gourmet foods, fantastic French wines, beautiful women and high society: France!

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specialty is fun and people who enjoy it. In season, they provide Europe's best showcase of TV and cinema personalities, fashion personalities and just plain personalities... for skiers who've never seen a ski!

See your travel agent, or for folders and information, write: Dept. SM-2, P.O. Box 221, N.Y. 10, N.Y. The French Government Tourist Office, New York, Chicago, San Francisco, Los Angeles, Miami, Montreal.



NEW! 6,800 ft. double chairlift... one of nation's highest. New expanded lodging accommodates more skiers than ever before!

Thrifty Ski Weeks

on The Big Mountain at Whitefish, Montana

...three-time site of National Ski Championships

\$9868
per person
plus rail fare

SPECIAL ALL-SEASON RATE INCLUDES: Six days of skiing on finest powder snow—over 15 miles of open slopes, trails • Lodging at Big Mountain Chalet, Ski Lodge or in-town (free bus to slopes) • Three meals daily • Unlimited use of all lifts • Six ski lessons.

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NEWS IN BRIEF

FIS Nordic and Alpine Qualifying Races Listed

Qualifying races for candidates for the U.S. nordic ski team which will compete at the World Ski Championships in Zakopane, Poland, in February 1962, have been announced by the National Ski Association. Candidates must compete in at least two of the events.

The races are as follows:

East—EISA championships, Feb. 24-26, Middlebury, Vt.; USEASA cross-country and nordic championships, March 4-5, Rumford, Me.; NCAA collegiate championships, March 9-11, Middlebury, Vt.; National 30 km cross-country championships, March 11, Andover, Me.

Central—Central cross-country and combined championships, Feb. 11-12, Duluth, Minn.

Far West—Snowshoe Thompson 15km cross-country, Feb. 18-19, Heavenly Valley, Calif.; U. of Nevada cross-country championships, Feb. 10, Reno, Nev.

Each candidate must send his name, address, ski club and NSA division affiliation, and race card number to the NSA office, 828 17th St., Denver 2, Colo. A training squad will be picked on the basis of the qualifying races. The FIS team of four or five members will be selected after the training camp in the fall of 1961.

The qualifying races for the alpine events were announced previously. The same rules for applying must be followed by those who want to qualify.

The alpine races are as follows:

Roch Cup, Aspen, Colo., Feb. 24-26; North American Alpine Championships, Whiteface Mt., N.Y., March 3-5; National Downhill, Slalom and Giant Slalom, Wildcat Mt., N.H., March 17-19; Harriman Cup, Sun Valley, Idaho, March 24-26; and Griffin Memorial Race, Winter Park, Colo., Feb. 17-19.

Qualifying meets for the jumping team have not been announced yet.

Vermont Foresees Ski Income of \$23,400,000 in 1960-61

The Vermont Development Commission foresees a twenty-two per cent increase in ski business this season if the present upward trend continues and there is adequate snow.

The prediction is contained in a research report made by John M. Thompson, Jr., director of economic research for the VDC. Total income should be about \$23,400,000 as compared to \$19,200,000 last season, according to

NOW... A STRETCH THERMAL SOCK FOR SKIERS AND SKATERS!



About \$1.25



FULL 12" LEG
with elastic
Sta-Up top.

MADE A NEW WAY...
from genuine Raschel warp knit... the only U.S. Navy approved fabric!

ONE SIZE fits 10 through 13
NO WRINKLES no seam in arch
MAXIMUM WARMTH hundreds of tiny, insulating air pockets
100% 3-DIMENSIONAL COTTON fully washable

FULL 12" LEG with elastic Sta-Up top

PERFECT COMPANION

156 — smart white 10" crew stretch to fit 10-13. Super-soft Wool and Nylon... shrink-resistant. About \$1.

Men who know
choose...



Magic Fleece®

AT LEADING SHOPS AND STORES
ROCKFORD TEXTILE MILLS, INC.
McMINNVILLE, TENNESSEE

Thompson. Other calculations by Thompson indicate that about 285,000 skiers patronized Vermont slopes last season. They spent an average of \$16.67 each per day. Summer visitors spent an average of \$10.50 per day.

Parking lot registrations show that about thirty per cent of Vermont's skiers come from Vermont. Of the out-of-state skiers, forty per cent come from other New England states and forty-four per cent from the Middle Atlantic states. Only five per cent travel 500 miles or more to do their skiing in Vermont.

Canadians are a significant factor in the northern part of the state where they make up sixteen per cent of the out-of-state skiers.

Progress in the ski industry is revealed by a comparison of the 1959-60 gross of \$19,200,000 with the 1946-47 gross of \$4,500,000. The growth has been relatively steady.

Silver Skis Winner

Miss Helaine R. Mogol of 1056 Fifth Ave., New York City, was the winner of the SKI Magazine silver skis in the drawing at the National Winter Sports Show in the Coliseum. Miss Mogol is a well-traveled skier, having skied in Stowe, Mont Tremblant and Val d'Isère, among other places. The silver skis were specially made by Head Ski Mfg. Co. for SKI Magazine's Silver Jubilee anniversary.

Muiry Succeeds Draper

James M. Muiry, acting general manager and formerly assistant manager, has been named general manager of the Whiteface Mt. Ski Center and Memorial Highway to succeed the late Arthur G. Draper, who died in October. Muiry has served in various capacities since going to Whiteface in 1948.

Skiing on Plastic

A new type of plastic carpet for summer skiing has been produced by an Italian firm, Politecnica val Brenta of Bassano del Grappa, Vicenza, Italy. The carpet resembles a large net. It is held down by metal pins. Biggest advantage claimed by the manufacturer is that turning, stopping and checking are possible on this type of carpet. Other types of plastic carpets have not been easy to turn on. Regular skis can be used but they must be waxed with special wax.

Progress at Hunter Mt.

Hunter Mt., which opened last year in the Catskills of southern New York, is now operating with a mile-long Poma-Telecar double chair lift, a 500-

continued

REVOLUTIONARY!

ONLY SKI CARRIER THAT LOCKS AUTOMATICALLY WITHOUT PADLOCKS..WHEN CAR DOOR IS CLOSED

NEW MARK FORE OLYMPIAN SKI CARRIERS



SPECIAL introductory price of **\$19.95***

- ★ Carries 6 pairs of skis . . . Completely tamperproof.
- ★ A model for all sedans, hardtops, station wagons, convertibles, and foreign and compact cars.
- ★ Attaches instantly to rain gutter without suction cups or gutter straps.
- ★ In handsome zinc grip steel.

IT'S THIS EASY

Simply load skis, tuck ball under door or window frame and close the door. Neither skis nor carrier can be removed until car door is opened.

MARK FORE
Symbol of Quality

NOW AVAILABLE AT FINE SKI SHOPS EVERYWHERE

AMERICA'S LARGEST SELLING CARRIER



THE 2 IN 1 ALPINE

\$17.95*

. . . no suction cups or gutter straps. Converts instantly for year 'round use.

ALPINE JR.

Most popular for foreign cars.

FOR FASTER AND UNIFORM DRYING, KEEP YOUR BOOTS IN SHAPE WITH THE LIGHTWEIGHT

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SKI BOOT TREE

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Featuring rubber-coated protector clamps.

Selected by the U. S. Olympic Committee for use by 1960 Olympic Ski Teams.

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Our source? Why the impeccably non-partisan new Sugarbush News.

Sugarbush Valley

WARREN

VERMONT



NEWS IN BRIEF

foot Pomalift and rope tows. The area has a maximum vertical descent of 1,600 feet with trails up to two and one-half miles long for all classes of skiers. The base lodge has overnight accommodations for 130 persons. Snow making equipment supplements natural snow. Karl Plattner directs the ski school and Siegfried Faller, Jr., is general manager.

Family Ski Club

Families now have an opportunity to join a group of their own—Skiing Families of America, which is the brainchild of Mrs. Lou Liman of 3 North Moger Ave., Mount Kisco, N.Y.

To make one pocketbook provide more family ski mileage, Mrs. Liman plans to arrange exchanges of used ski clothing and equipment at low prices. Each member family will get a questionnaire in the fall of 1961 for listing used equipment.

Other benefits planned include possible discounts on lift tickets and lodging. Memberships cost \$1.00. Application blanks may be obtained from Mrs. Liman.

O'Rears Buy Aspen Lodge

Frankie and Johnny O'Rear, former managers of Devil's River Lodge at Mont Tremblant, as well as Mammoth Mt. Inn and Sugar Bowl in California, are the new owners of the popular Norway Lodge in Aspen, Colo.

Ski Instructor Exams

Three examinations for skiers who want to become teachers, will be given by the U.S. Eastern Amateur Ski Association this season.

The tests will be given at Pico Peak, Rutland, Vt., Feb. 12-17; Snow Ridge, Turin, N. Y., March 5-10; and Cannon Mt., Franconia, N. H., March 18-23.

The annual rally of eastern certified instructors will be held at Whiteface Mountain, N. Y., April 3 and 4.

Effective in 1962, candidates for professional examinations must have had one year's full-time teaching experience or two year's part-time teaching in a school directed by a certified instructor. This requirement may be waived by a member of the examining board.

NSA Launches Fund Drive

The National Ski Association has launched what it calls the American International Ski Competitions Fund to train, equip and transport members of U.S. international ski teams. The new fund is designed to avoid the last-minute fund drives which have been



conducted in the past, according to NSA President Sepp Ruschp of Stowe, Vt.

Under the plan of supporting memberships, new members will be permitted to set their own annual dues, with the minimum of \$100 per member. Each member will receive a special certificate and emblem. Ski clubs belonging to regional divisions of the NSA will also be asked to contribute a minimum of \$50 per club to support the fund.

Mr. Snow Doubles Medical Facilities

Mt. Snow is almost doubling its facilities for immediate treatment of ski injuries. Under the direction of Dr. Arthur E. Ellison of Williamstown, Mass., and Dr. Milton Wolf of Wilmington, Vt., a physician will be on duty seven days a week at the infirmary.

A teaching and research program in ski injuries with the help of the U.S. Public Health Service will be conducted by Dr. Ellison. Three Harvard medical students are taking the course in ski trauma and will participate in the research program, the first of its type in the country.

Barrier Breaks Leg

Jim Barrier, a member of the 1960 U.S. Olympic team and a prospect for the 1962 FIS team, broke his left leg skiing at the Big Mountain near Whitefish, Mont., the day after Thanksgiving. Barrier is a freshman at Montana State College.

China Peak Dormitory

A new dormitory, providing 100 additional sleeping accommodations, has been built at China Peak near Shaver Lake, Calif. The area also has a new skating rink and toboggan slide.

Parker at Mont Tremblant

Carleton H. Parker, III, son of Mr. and Mrs. Carleton H. Parker, of Williamstown, Mass., is on the staff of the Mont Tremblant Lodge Club. Parker, nephew of the late Jim Parker, has spent several years in Austria.

Forest Service Proposes Ski Area Near McCall, Ida.

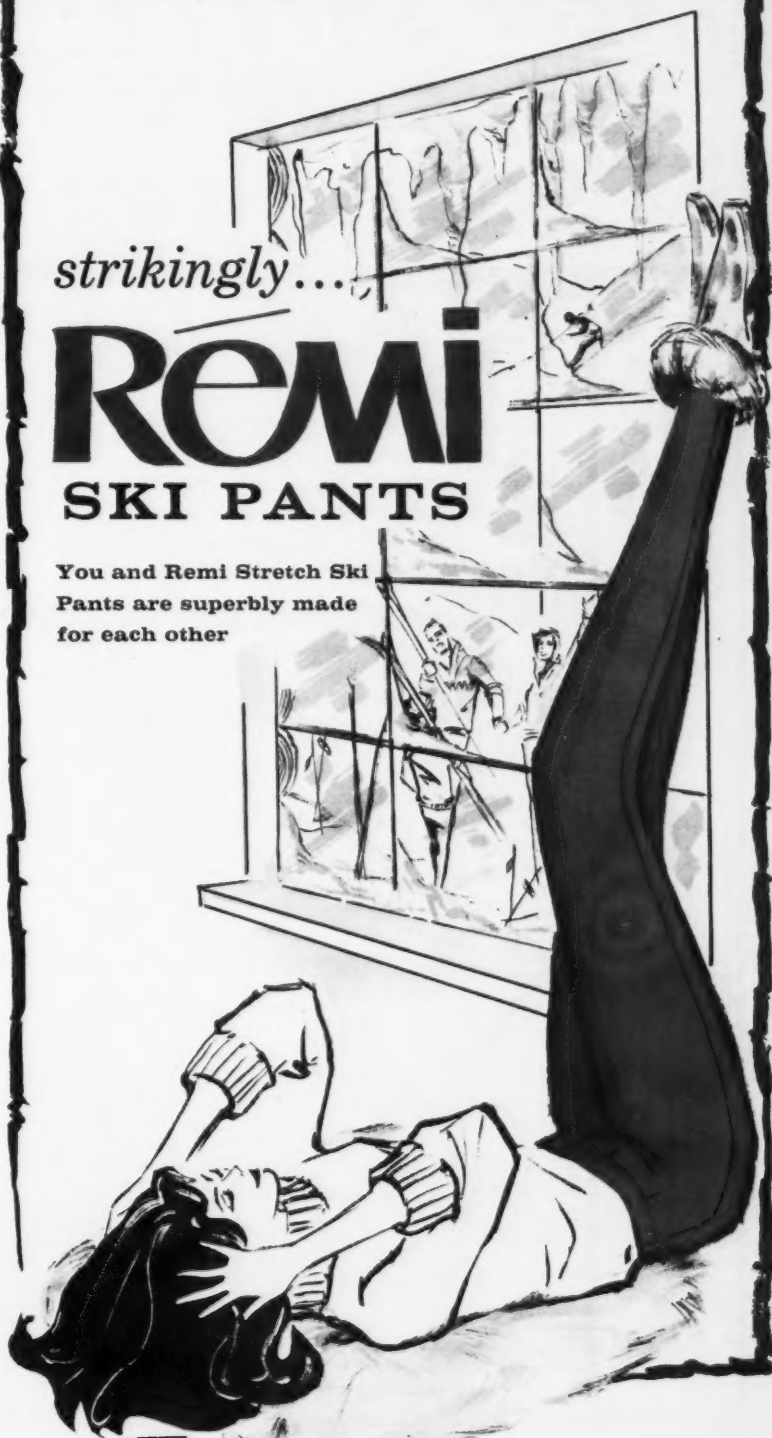
The U.S. Forest Service has put out a prospectus for the development of a ski area on Brundage Mt. in the Payette National Forest, eight miles northwest of McCall, Idaho. The prospectus calls for a 5,200-foot double chair lift as the main uphill transportation and an auxiliary T-bar or similar lift for the beginners' slope. The development schedule calls for completion of the chair lift

continued

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NEWS IN BRIEF

before December 1963. Proposals are being accepted until April 10. For information applicants should write the Forest Supervisor, Payette National Forest, McCall, Idaho.

Michel at Timberline Lodge

Tad Michel has been appointed assistant manager of Tiberline Lodge. According to area operator Richard Kohnstamm, Michel will have responsibility for most of the daily operations of the resort. Michel, who worked at the 1960 Winter Olympics, has been manager of the Oakland, Calif., Greyhound Post House.

Movies from Dodge Ridge

Three ski movies are available free of charge to clubs, schools, church groups and other organizations from Dodge Ridge Ski Slopes, P.O. Box 513, Long Barn, Calif. The movies are "Skiing Wonderland," "Winter Wonderland," and "Dodge Ridge Ski School." They are 16mm color with sound and run approximately twenty-five minutes.

Czarniak Heads Cave School

Stan Czarniak, formerly an instructor at Chalet Cochand in the Laurentians, has been named head of the Cave Mountain ski school at Windham, N. Y. Czarniak kept his hand in by teaching last summer at the ski resort of Bariloche in Argentina.

Paul Brown at Tupper

Paul Brown, former instructor at Dutch Hill in Heartwellville, Vt., and Hogback at Marlboro, Vt., has been named director of the Big Tupper ski school at Tupper Lake, N. Y.

New Ontario Ski Area

New North American ski lifts now total 116 with the addition of a Pomalift at the new Searchmount Valley resort near Sault Ste. Marie, Ontario. The 2150/455/600 Pomalift serves four main trails. The hill itself extends 1,000 feet in length and an additional 200 vertical feet beyond the lift. A rope tow serves the beginners' slope. The area is in a region with average snowfall of 150 inches annually and can be easily reached by all-weather roads or rail.

New Area for Pennsylvania

Pennsylvania has added another ski area: Snow Peak, ten miles east of Corry. Rope tows furnish uphill transportation for slopes and trails for all classes of skiers. Ken Thompson heads the ski school.

ALP-HOF

New Modern Swiss Chalet. 400 ft. to Mt. Snow. Spacious accommodations for 40. Family units all with bath. Game and after-ski room, set-up bar. Ski-weeks. Folder. Frank and Marie Smith, West Dover, Vt. HO 4-3344.

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A new, spacious motel-type lodge. The finest in dining and accommodations. TV lounge. Cocktail hour and dancing nightly in our Bonfire Room designed for your after-ski pleasure. Phone HO 4-8808.

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Excellent Food and Accommodations. Each Room with Bath. Two Lounges, Large Fireplace. Ski Weeks. Route 8, 2 miles from Lifts. Amy & Chas. Fredericks. HOMestead 4-5212.

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Superior Accommodations at a charming colonial lodge located halfway between Mt. Snow's complete facilities and the Village of Wilmington. Generous home cooked meals. Wayne & Betty Fajans. Phone Wilmington HO 4-5267.

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COLLEGE SKI TRIPS

For complete information on exciting new plans for ski trips to Mt. Snow contact Toby Strong, Valley Enterprises, Wilmington, Vt. HO 4-8860.

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The best at Mt. Snow for beverage—food—lodging—recreation. Complete entertainment facilities—special rates \$6.00 to \$14.00 Mod. American—all rooms with private or connecting bath—European plan available. Wilmington HO 4-3366.

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A rustic weathered board and field-stone lodge ideally suited for mid-winter vacations and "Learn to Ski Weeks." Outdoor skating rink, television, new large lounge, sleigh rides, hot grog. Brochure S.

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Unusual Atmosphere
Fine Continental Cuisine
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Family-style vacation Lodge; deluxe housekeeping Chalet. Package Ski Week plans. Suites; Family Rooms, bath. Private hillside setting. Children half-price; Free baby-sitting; playrooms, pets, cribs. Illustrated folder. Peter & Betty Horton. Tel. Wilmington, Vt. HO 4-8840.

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Radio dispatched, public transportation service to and from Mt. Snow will connect with all arriving and departing trains, planes and buses. Call your Lodge or Valley Enterprises, Wilmington, HO 4-8860.

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"Hey, Turk!" Kramer yelled. "What's your hurry?" My heart stopped as if someone had dropped an egg on the floor.

nc

Kramer's idea of a joke on a day made for tigers was an early lesson for Turk. With twelve inches of fluffy powder, it was time to try . . .

Magic

ON MOONBEAM

by Fred Morgan

Make it any other morning and you'll always find the instructors sitting around the chalet mulling over coffee, a cigarette and the girls last night until Kramer finally has to kick us outside.

But not this morning, not with the kind of powder snow on the mountain that heaven sent us last night. This dream comes true maybe once, if we're lucky, in a whole winter of skiing and one sweet turn is all it takes to make you forget about ski school and crumbs like Kramer. So you can bet your bindings that I was as ready as the rest of them to put my tracks on the twelve inches of untouched, virgin fluff waiting for us outside.

King of the ski school, Kramer, was all set to go with his parka under his arm standing next to the blackboard with the names of the runs on it.

"I'm putting down 'tops' for everything," he said with that maple-syrup grin of his. "Any of you mugs got a better word for that peach-fuzz out there?"

"Yeah," I said, yanking the laces on my boot. "B.B., for Brigitte Bardot? That's how Moonbeam's going to feel this morning."

Everybody laughed. They knew the first run from the top would be in ecstasy all the way.

"O.K., wise guys. Knock it off. Here's one you won't think's so funny. Moonbeam stays closed today, all day! Got that! That's orders from upstairs. They want to save her for the weekend. No tracks! Understand!"

Kramer broke his chalk gouging "closed" opposite Moonbeam on the blackboard. He threw the leftover at us. The next second we were scrambling for the door.

"Hey, Turk!" Kramer yelled. "What's your hurry?" My heart stopped as if someone had dropped an egg on the floor.

"You've got a lesson, fella. Right now!"

"You're kidding," I said. "Nobody takes a lesson

this early." But I knew he wasn't. This was Kramer's idea of a great joke. He came over to me. He took off those Hollywood dark glasses he wore to hide his squinty, yellow eyes from us.

"Honeymooners," he said, smirking. "I didn't think they'd make it, but they did. Some surprise. You'll see what I mean."

Outside the other instructors were jumping around like puppies in bubble bath. How could this happen to me on the one morning when the world flies by without so much as touching you.

"Turk, this is Ben and Sally Craft up here on their honeymoon. Isn't that nice?"

Just ducky.

"Ben has skied before, but Sally is just beginning. That means you'll have to stay on ski school hill. We don't want to be responsible for a new bride, do we?"

He thought that was a good one. He gave me a parting nudge in the ribs with "teach 'em pretty, Turk," and was off, swaggering like a show dog because he dumped me with a couple of snow bunnies on a morning made for tigers. I felt a blast of sunlight as he went out the door yelling, "Stay off Moonbeam, you guys." Then the door slammed shut. The room went black; the end of the world.

"Would you like a cup of coffee, Turk?" Ben said. "We didn't have time for breakfast or we might have missed our lesson."

A crying shame. For a blessed moment I'd almost forgotten they were there, or me either. My thoughts were on top of the mountain, picking a line down Comet and staying with it all the way, knee deep in a wave of rushing powder. I knew the feeling: every turn one long sweet caress after another.

The picture was too much for me. Beginners or not,
continued page 36



Photos by Wolfgang Lert



LET'S CURB THE JUMPING JUDGES

by David Bradley

Modern aerodynamic jumping has made distance a function of style. It is time, the author says, to bring the judging system up to date to reflect these important changes

If you were the judge, how would you rate the two jumpers on the left? On the basis of twenty points for a perfect jump, and assuming that their landings were equal to their air flight, you should have given them between 18.5 and 19.5 points for their aerodynamically flawless style. And small wonder, for these two are 1960 Olympic champion Helmut Recknagel of Germany and 1958 FIS world champion Juhanni Karkinen of Finland.

Now compare these jumps with the two on the right. Both are good American jumpers. But the sense of flight is not in them. Neither is really riding the air. They are jumpers of the older school and would not earn more than thirteen or fourteen points by modern standards. Nor would they get the distance, for their positions offer too much drag in the wind.

In modern jumping—*aerodynamic ski jumping—style and distance are the same thing*. Especially on big hills, you might well ask why is there any need for judging at all? Why introduce an entirely subjective, perhaps prejudiced, element when you have an accurate objective measure—distance—to score by?

It is a fair question, at least in big hill jumping (Recknagel had both the longest jumps and highest style points at Squaw Valley). Many modifications of our present jump scoring system have been proposed. One, for example, is the so-called Straumann System where the speed on the takeoff (measured by electric eyes) is compared by means of a formula to the jumper's distance. The theory here is that the man with the slowest speed and the longest jumps

continued



These jumpers from the old school, while good in their time, would no longer be in the top ten in any major meet today. Neither one is "riding" the air, which can be seen clearly by the position of their bodies and their skis, particularly when they are compared with Karkinen and Recknagel, the top jumpers on the left

Jumping judges

must have "the best style" and should be rewarded accordingly.

However, the system has several drawbacks since it penalizes the man who knows how to wax his skis; takes no account of the importance of landings; and endangers your tournament if something should happen to the temperamental electronic system.

A better method, worked out by Judges Bert Bogum and Earl Minken and used experimentally at Squaw Valley during the past two winters, is combining the distance score with a landing score, the latter on the basis of ten points. This method, although not officially approved, seems to me to be the simplest and the best method for rating

ski jumps: the judges can be placed close to the landing area (whereas on a big hill they may be nearly eighty yards away in a judging tower); distance gives an absolute summation of inrun position, takeoff, air flight and even waxing; and judging landings alone gives that aspect of jumping the special emphasis it deserves.

But there is more to judging than merely having the best grandstand seats at a ski meet. Judges do their best work on the small hills, training young jumpers in the proper elements of jumping style. Without judges, jumping would degenerate into a struggle for distance at any cost, and scarcely a single boy would emerge who would be ready to go beyond forty meters.

Yet is it fair to say that the normal style standards, set by F.I.S. judges for

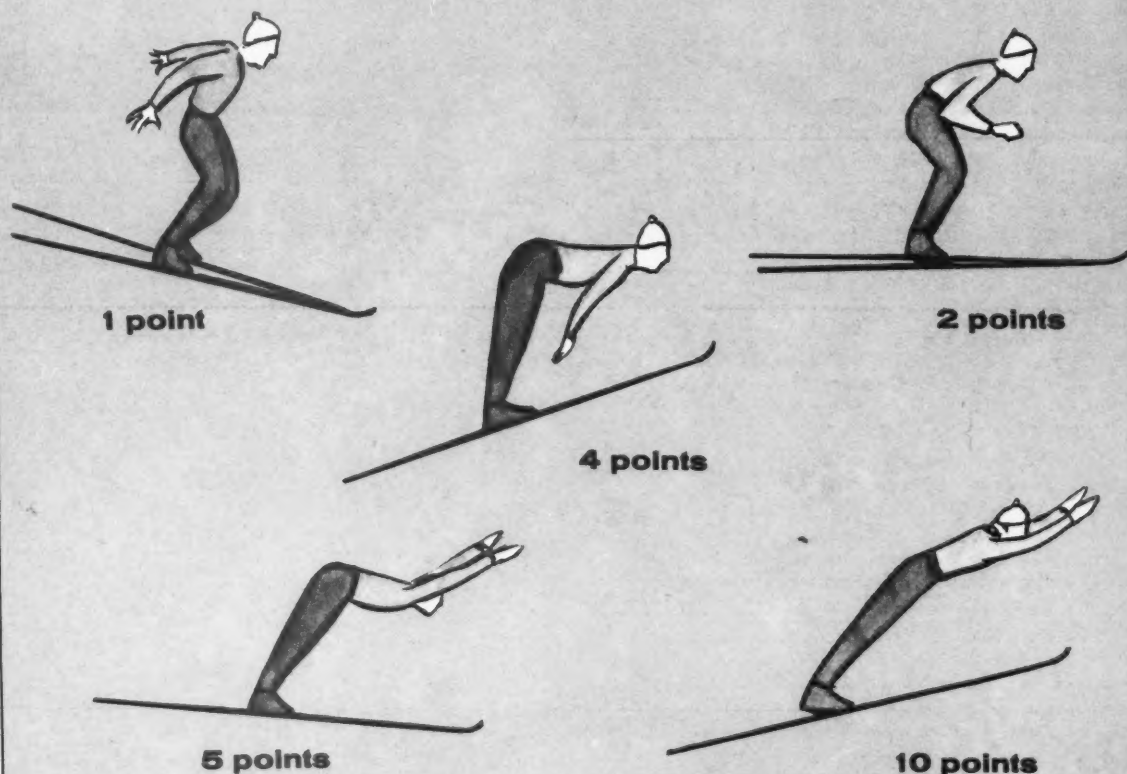
eighty-meter and hundred-meter hills, are hard to apply to a twenty-meter hill. It is much easier to judge accurately on a big hill, where all jumpers are fairly good, than on a small hill where most boys show considerable skills in some things, but are often woefully deficient in others.

For this reason we have tried in our local junior jumping meets a simplified method of scoring, a method which eliminates many of the details, which emphasizes important fundamentals, and which can be readily understood by all young jumpers.

The system is based upon the premise that the two most important elements in style are lean from the ankles and landing.

They are important because they can be learned on small hills, and because

A SIMPLIFIED JUDGING SYSTEM



FLIGHT: *emphasis is on lean from ankles, skis riding up, and poise and control*

they lead toward the development, on bigger hills, of an aerodynamic style.

In our tournaments, we place one judge on the knoll, or in the stand, where he scores *only the flight*, and that on the basis of lean from the ankles and poise in the air. Top score is ten points. Another judge is stationed at the bottom of the hill, to one side, where he can observe the preparation for landing, landing, and recovery (or fall). Maximum score is ten points, mainly on the basis of the "split," or "telemark." No jumper with a downhill landing, feet side by side, however good, would receive more than four points; a "telemark" from five to ten points.

These two scores are added to the distance points (based on forty points for the longest jump) to compute the total result. It is easy, quick and clear.

For practical purposes, the skiing broad jumper who has great spring but no sense of flight and no landing finds himself losing as surely as if he had jumped twenty feet short of the best jumper. His conversion to a proper jumping style is almost guaranteed.

(If you study the four original pictures again you will see at once the importance of "lean from the ankles." The importance of landing on an eighty-meter hill should be obvious.)

Here are some common jumping positions, seen on every small jump, and here is how by this simplified method we would rate them:

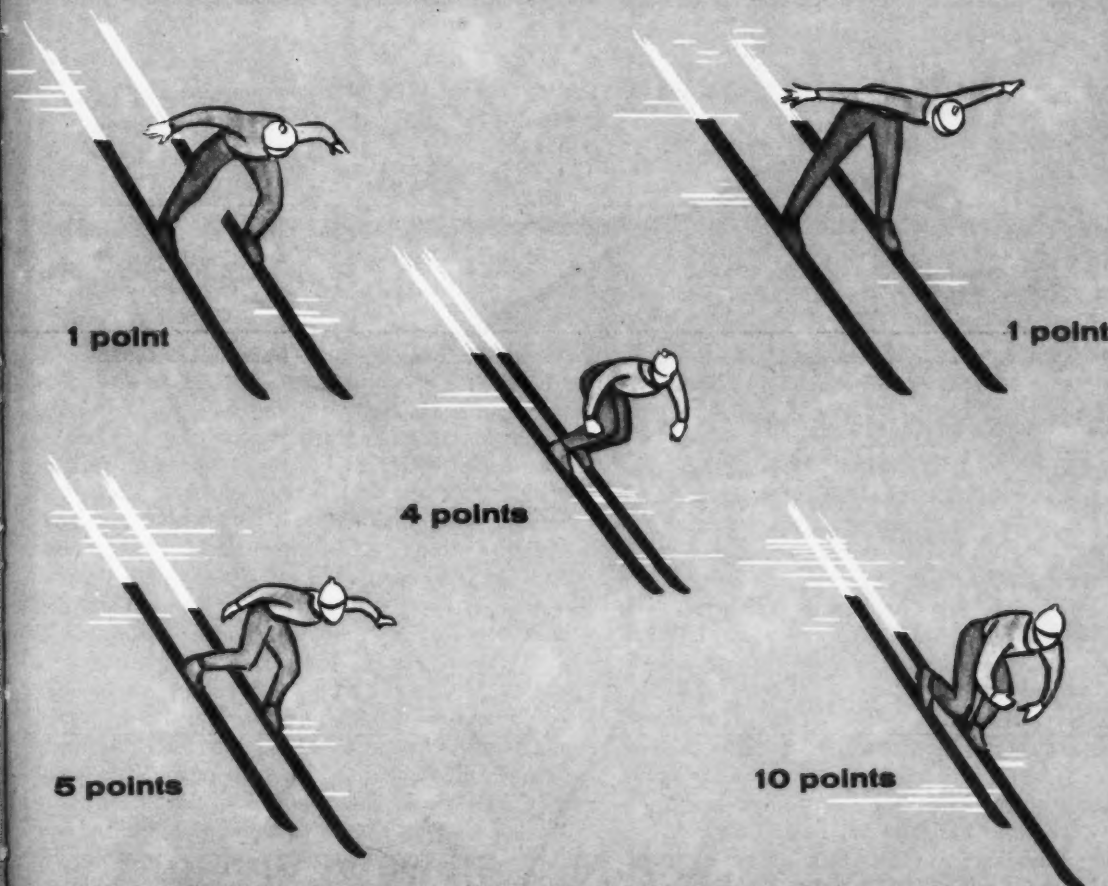
It is entirely possible to use the same method of scoring (distance plus landing points) on a small hill as on big modern hills. But, because air pressure is ineffective on small hills, it seems

best to emphasize the lean from the ankles and poise in the air. These elements are fairly easy to rate and automatically consider such factors as inrun position, takeoff, courage, etc., which are supposed to be taken into account in present judging methods.

A boy who has learned to jump under this judging system and scores consistently high has mastered vital fundamentals of modern jumping. He has learned to jump out over his skis, "on them" as the Norwegians say, hold that position and drop into a smooth landing. He has learned about all anyone can teach him. The rest is up to the air over the big hills. And, most important, in the process we have eliminated many of the subjective elements which have been a source of dispute in an otherwise glorious sport.

END

TEFOR JUNIOR JUMPERS

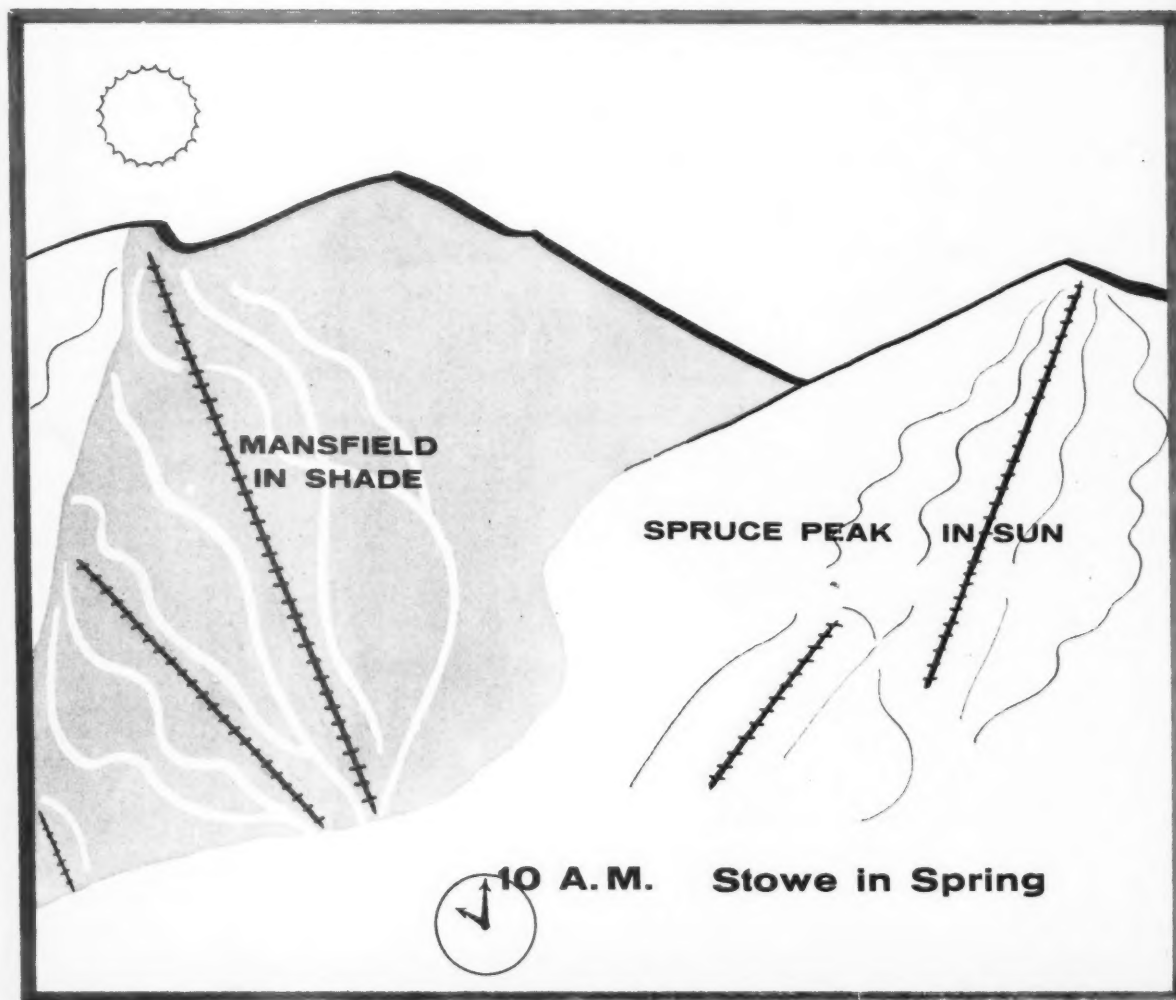


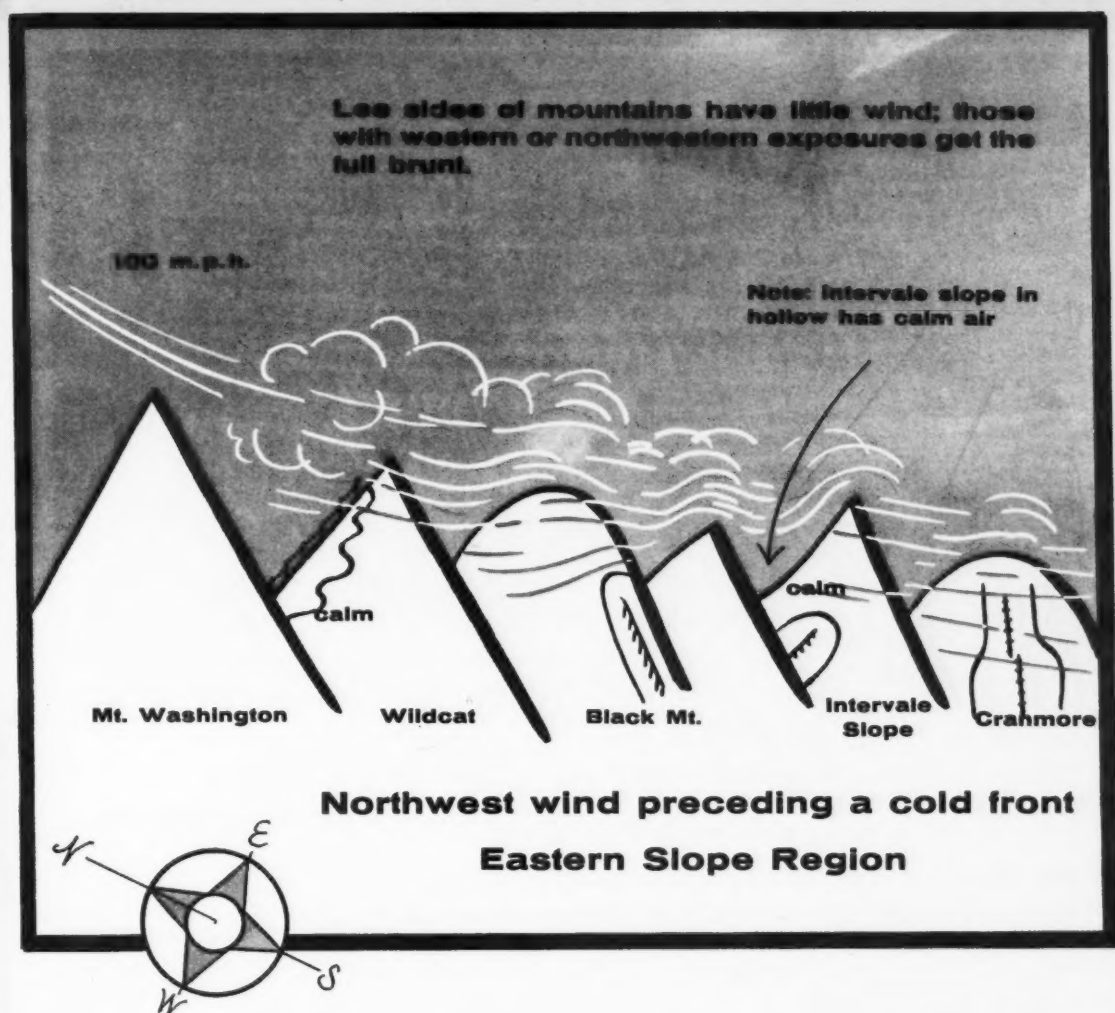
LANDING: *emphasis is on the smooth telemark*

GOOD SKIING IS WHERE YOU AIN'T

by Rink Earle

Never stand on a slope and write off the entire weekend as lousy skiing, says the author, a certified instructor and a veritable bloodhound when it comes to finding good skiing when there seems to be none





By the end of this month you'll be encountering the first of those uncertain snow conditions which culminate in that tricky but pleasurable pastime called spring skiing. And since you want to get the most out of the season, start right now to ski at "Ain't," that elusive area where skiing is always good.

To begin with, how do you get within striking distance of good skiing? Snow reports are fine, but they don't tell too much about the chances for a good weekend. If you are a long-distance commuter, is there any way you can tell the kind of skiing conditions you're likely to encounter during your precious weekend?

The answer to this one is both yes and no. Weather forecasting—cloud-scanning satellites notwithstanding—is unfortunately still not an exact science and there is always a certain amount of risk, particularly in the mountains, which tend to generate what are known in the trade as "local weather conditions."

If you happen to be so fortunate as to have access to a detailed weather forecast put out by the Federal Aviation Administration—and can read it—you are in luck. If not, the weather maps in most large newspapers will do the trick. The only trouble with the latter is that they

tend to be slightly dated by the time you get them, unless they are accompanied by a three-day forecast. A word of warning: forecast terminology is not intended for the skier, and may mislead you.

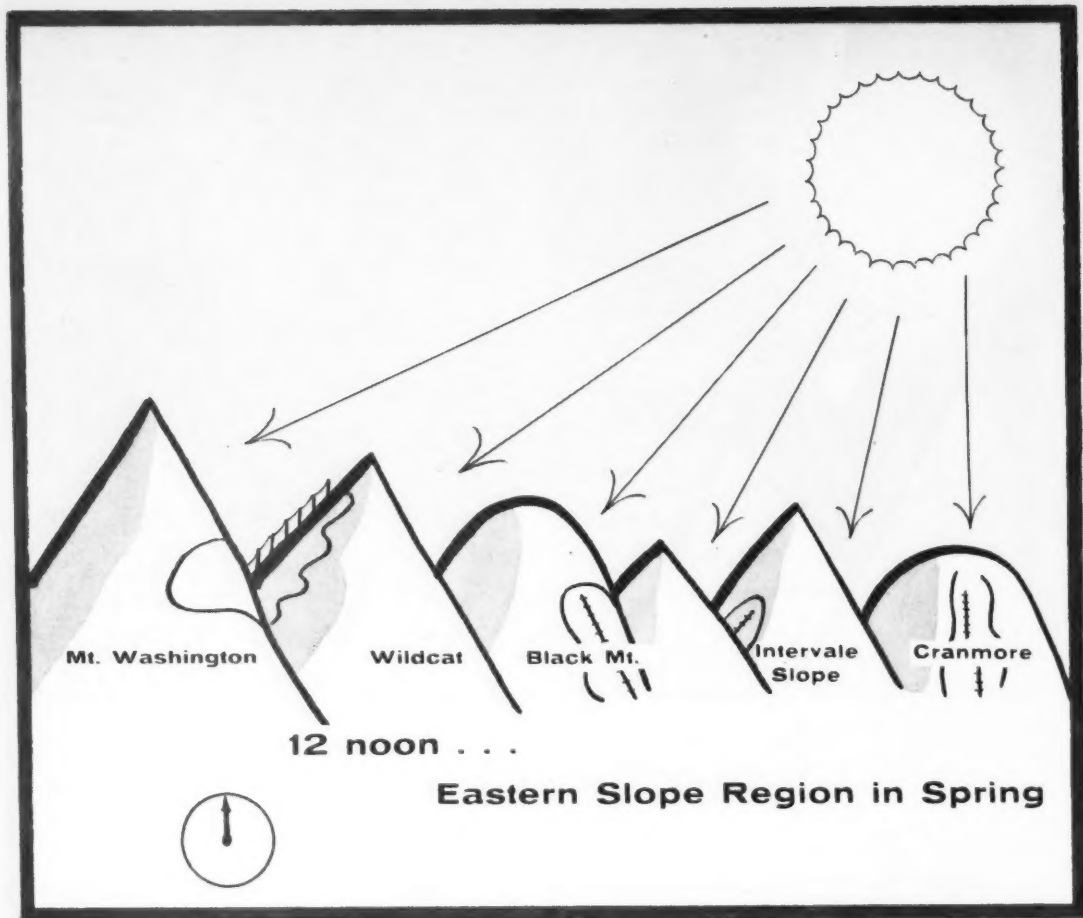
In either case, weather stability is the item to look for. If the barometer is holding steady or rising and the snow condition report is good to excellent, the chances for top skiing are about the same.

However, don't be fooled by a falling barometer if a cold front is on its way from the north, particularly at the end of the season. It could well mean fresh snow, just at the point when you need it most.

If this is still too uncertain for you, an old trick of a weather-wise friend of mine may help. He used to drive to a key point on the highway where the distance to most areas was about the same. He then called one or two of them and drove to the one which gave the best report.

Even with relatively certain weather, a variety of waxes to cover a large range of snow conditions is a must for all skiers. This is a detail not directly connected with the weather, but a great deal of what ordinarily would be so-so skiing can be greatly improved upon by the correct selection of waxes.

continued



Good Skiing

But most important of all—and this is the *raison d'être* of this meteorological discourse—never stand on a slope and write off the entire weekend as lousy skiing. The chances are that the elusive “Ain’t” is only a few miles away, the skiing is excellent there and somebody is having a ball. This is true of practically every region where the ski areas are at a relatively low elevation.

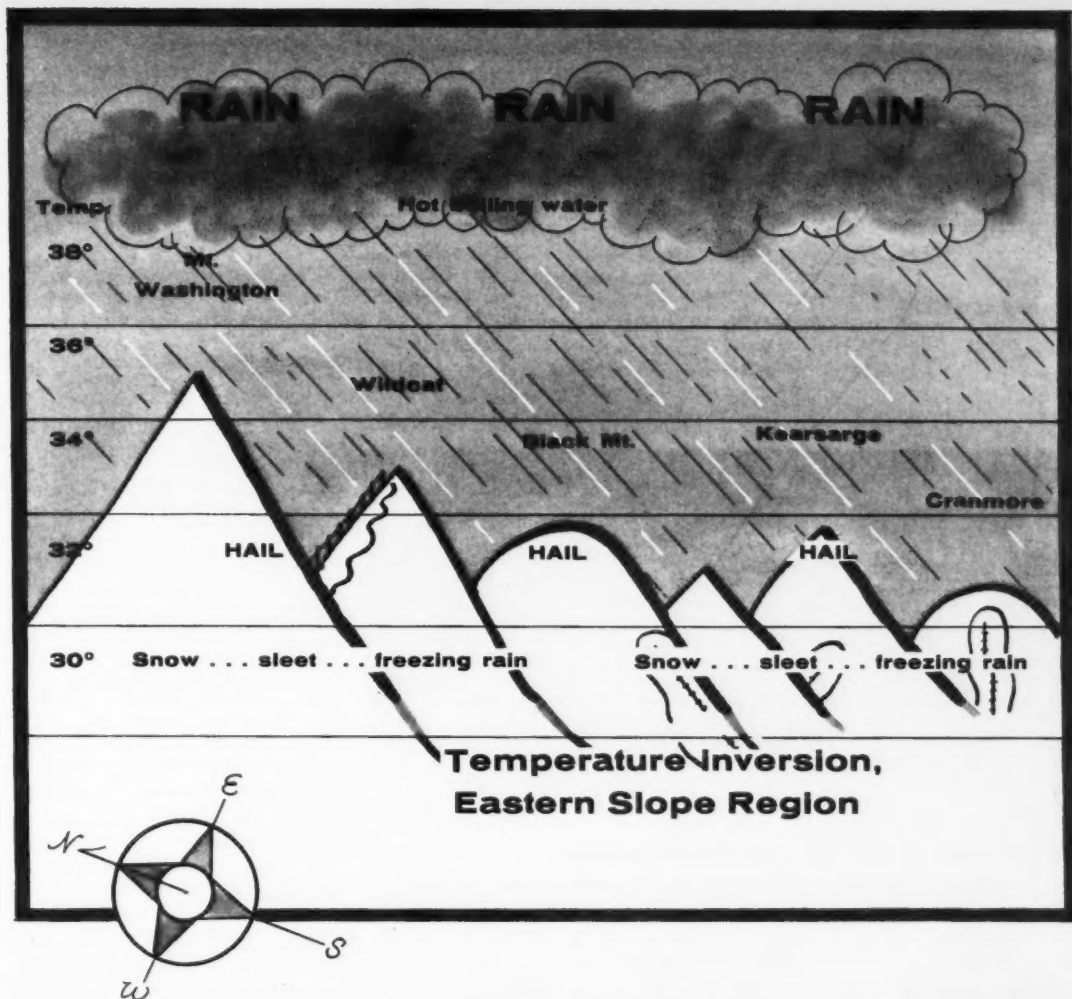
To get down to rock bottom, mountains occur in ranges, skiing is done on mountains, and if there is snow on one mountain, there probably is snow on another mountain near it. Now add the tendency for several areas to be clustered in a given vicinity and there is a strong possibility that another ski area is within close driving distance of where you are suffering.

The point is—and this is true of skiing throughout the season—exposure explains why a slope is good one day and poor on the next. The causes are hot sun, high winds and the combination of the two. That is why—if you’ll excuse my using New England as a typical example—areas such as Bromley, Sugarbush, Mad River, Stowe, Cannon, Cranmore and Wildcat, to name only a few, have opened slopes with varied exposure. If the weather

is warm, at least one slope will offer shade and faster snow than those that face the sun.

Take a specific example at Stowe. A clear spring morning will find perfect skiing on Main Street on Spruce Peak with lots of speed on frozen granular just softening up in the warm sun. At the same time, the Stowe Standard, Nosedive and Lord Trails on Mount Mansfield will be frozen hard and the skiing is likely to be hairy. Wait an hour and you’ll find excellent skiing on Mansfield while Main Street on Spruce has become mush.

Similarly, in regions which are fortunate enough to have three or more major areas within their confines, we find an endless variety of skiing conditions throughout a given day. In the Eastern Slope region of the White Mountains, for example, we find excellent skiing early in the morning on Cranmore’s South Slope and at Black Mountain. Later on, the upper slopes at Cranmore let go as does its North Slope and the skiing is at its best while the South Slope has become soggy and slow. By noon the whole valley will become soft and a half hour’s drive north to Wildcat Mountain in Pinkham Notch will find colder temperatures and faster snow. That’s why the left gully and Hillman’s Highway in Tuckerman Ravine



offer better skiing than the headwall and the right gully on sunny days.

Now, this obviously is not a hard and fast rule. There are many combinations of these factors but a little thought will find you the best skiing. A study of the local weather conditions and forecast may give you the clue.

For instance:

If it is thirty degrees below zero on Mount Washington's summit with northwest winds gusting to 125 miles per hour, any northwest slope in the Eastern Slope region is going to be strictly from Little America. Your best bets are Black Mountain, Intervale Ski Slope, and Cranmore's East Slope. Furthermore, it is often wise to check temperatures at various altitudes. If Mount Washington has thirty-four degrees with light rain, it will be raining at Wildcat and maybe freezing rain at Cranmore—this is a temperature inversion and never mentioned in polite society. There's nothing you can do about it except visit the ski shops or get plastered. However, when it's pouring rain in the valley at thirty-three degrees and Mount Washington temperatures are below freezing with a cold front moving in—then, brother, head for the hills because you've got to have altitude.

As you can see, the variations in local weather can

be and often are extreme. It is not unknown to start down the Nosedive on Mount Mansfield in April in a foot of fluffy powder to find wet, heavy stuff below Shambles. From the intersection down, the conditions deteriorate from corn to slop and downright "stump-running."

The same conditions are often encountered at Cannon and Wildcat. Here's where Cannon's upper T-bar gets a workout because the crowd spends the whole day skiing in powder snow at the top of the mountain in April.

"Snowflurry activity at higher elevations" is a catchphrase used by weather forecasters. It usually means from one sixteenth to an eighth of an inch of snow in the mountain valleys, and, while it improves the general appearance of the slope, it contributes nothing. Above 2,000 feet, however, it can mean a substantial new snow cover from four to six inches of powder.

So . . . my advice is: watch the thermometer and the slope exposures. Talk with and ask advice from the members of the local ski patrol (they've skied the hill twice while you were having breakfast) and don't—please don't—throw up your hands and yell—"Oh. Why did I pick *this* weekend when the skiing's lousy!"

It's good to excellent just over the hill.

END

SKI SILHOUETTES

Photos by Fred Morgan



Skiing is what you make it, and no one can demonstrate this point more graphically than Jerry Wesslen, director of the ski school at Mount Telemark Wis. He can make the area's 370 vertical feet as exciting as a schuss on Mount Everest.

A former University of Wisconsin racer, Jerry reflects the jumping traditions of the Midwest. He would just as soon be airborne as on the ground.

One afternoon last season, shortly after a snow storm, photographer Fred Morgan caught Jerry having a busman's holiday. Strikingly silhouetted by the late afternoon sun Jerry struck Morgan as a mystery skier as he jumped, bounced and christied in the fluffy powder. With Jerry here, there and everywhere Morgan had to keep moving, but the results justified the effort: a record of some of the most stylish skiing anywhere.

Exploding out of the snow, Wesslen does a jump turn, sometimes called a 180-degree turn, because the skis reverse direction before coming down

*Rays from the setting sun bounce off
Jerry's ski pole and the flying powder
looks like fire as Jerry dashes down
the steepest slope at Mount Telemark*



*Jerry likes to call this one the
Bunny Hop—good for jumping over
stray dogs, cats and sleeping ski
patrolmen. The spray of snow shows
where he took off for his soaring
flight over the deep powder snow*

continued

Ski Silhouettes



On his way to the bottom of the hill, Jerry opens the throttle wide, leaving behind contrails of powder like the shock waves of the broken sound barrier

At the end of his run, Jerry Wesslen smiles into the sun and we get a chance to see what our mystery skier looks like. The cheery grin testifies to a highly successful day of skiing

END



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A "flush better suited to trapping rabbits than to testing skiing ability" was one of the features of . . .

The Dream Race for Has-Beens and Never-Weres

by W. L. (Bill) Ball

A good many years ago a friend of mine was bound and determined to play hockey. Unfortunately, George applied somewhat less than fair aptitude to the game. He turned out for the senior school team, but was dropped after the first practice. He then tried for the intermediates and again was turned down. But what George lacked in ability he made up in persistence. He organized his own team, appointed himself captain and invited a number of us to play for him.

Like many oldtimers, I sometimes get the urge to race again, but the courses are always too tough and everybody skis too fast. It was on such a nostalgic

occasion that I thought of George and the team of nondescripts he selected. Right then and there I decided to organize my own race and arrange it to my liking.

I enlisted the help of Doug Irvin, a former automobile racer who had taken up skiing when his reflexes became suicidally slow for the circuits. We then obtained the backing of a local brewery with all the prestige that accompanies such a sponsorship.

We decided the race would be a slalom (you can exercise greater "control" over this course) and that it would be limited to elderly, incompetent "chicken" skiers. We were sure we had a best

seller because about ninety-five per cent of the senior members of the Ottawa Ski Club's 10,000 fall into at least one of these categories.

Entries were accepted at race time so that no one had to suffer the pangs of having entered in haste only to repent later. The first twenty places were drawn. All others had to take pot luck. Those who had raced before, even if only with indifferent success, were classified as "has beens." Those who had not previously raced were designated "never weres." Before the race was half over it was evident that several "never will be's" had decided to enter, too.

continued

Sportcaster
Seattle



Has-Beens, Never-Weres

Knowing the advantages of racing your own course, Doug and I had planned to lay the slalom. But, because I favor a gouty right ankle and tend to ease into left turns and Doug pampers his unpredictable left knee, we were unable to agree on the placement of suitable right and left turns. We solved this difficulty by calling in Russ Smart, whom we already had ruled ineligible because he had ill-advisedly made monkey keys out of us on another occasion when, unknown to him, we were quietly assessing his ability before accepting his entry.

Russ laid what the racing clique terms an entirely satisfactory course, this in spite of unsolicited and largely unaccepted advice from Doug and me. Actually there was some criticism that there were not enough level stretches on which to catch one's breath and one inevitable joker suggested that the flush was better suited to trapping rabbits than to testing skiing ability.

The day of the race was unfortunately blustery and cold. Although we received over fifty entries, we believe the high wind cut the field considerably. It was not generally known that we would draw the first twenty numbers. This allowed us to introduce arbitrary and entirely biased seeding. So, when John Blair, my skiing and fishing pal of some thirty years, suspected I might have some control over the starting order and asked for a good number, I slipped him thirteen. He never over-

came this handicap and finished well down the list.

Russ Smart foreran the course with an impressive run of 47.4 seconds. Russ carries about thirty pounds over his former racing weight, but, like the bumble bee, continues to confound the experts. When John Clifford, former Chilean and Canadian alpine champion, was clocked in 46.2, a howl of protest went up that he was not a "has been." John, however, was able to produce witnesses who swore he had stemmed a little going into the flush. The protests were not sustained. Rae Grinnell, sometime Ontario alpine champion, made a bid to displace John from the winner's pedestal but fell short by three seconds. It is reported that he has retired to his tree nursery for another year.

The winner of the "never weres" may never be decided. Dick Cosgrove, a good many years and some pounds over what are generally considered ideal racing statistics, was officially declared the winner with a time of forty-seven seconds flat. When informed of his success, Dick modestly admitted that he was a bit surprised that he had done so well after climbing back for two sets of gates. Bill Peterson with 55.4 seconds now appeared to be a more plausible winner.

Perhaps it was inevitable that some timing errors crept in as Doug and I took turns on the watches while trying to sandwich in our own runs. If you are interested in a tough combined event try that of racer-official. To add to our problem the T-bar broke down before



AUTHOR A 'HAS BEEN'

Author Bill Ball, who has written a number of stories on the "good old days" for SKI Magazine and Canadian publications, classifies himself as a "has been" of "Charlie Proctor (Dartmouth Class of '28) vintage." In those free and easy days of unbridled competition, "I skied for McGill so many years that Professor Proctor (Charlie's father) tried to have me debarred on the grounds that I had skied for McGill longer than he had been a professor at Dartmouth." (No writer could have a finer background for writing this story—Ed.)

the race began. After herringboning and side-stepping up the course there was no question that we were well-warmed when we reached the starting line.

Doug froze over the watches and was thoroughly exhausted by his climb to the start. As a result he had a disastrous run and when he finally crossed the finish line stated in no uncertain terms that this was positively the last time any officious, broken down hack of a skier would talk him into organizing, setting, timing, and competing in a "... slalom race all in one bloody day." Although wounded by Doug's attitude, I could still be generous and agree that, as a result of his trials and tribulations, he had skied far below his usual form—as usual.

I felt my own run was a masterful combination of skill and daring and that my fourth-place tie with young Don McClaren in the "has been" class reflected considerable credit on one now in the evening of his racing career. Uncharitable observers were of the opinion that it was by more good luck than good management that I even finished. Doug, of course, had his own explanation. In a lavish but ill-considered eulogy, he gave full credit to my recently-acquired metal skis. He went so far as to suggest that, had I not interfered with them in the misguided belief that I was being helpful, the skis would have done even better by me.

Our experience this year suggests that, given a little luck, anyone with a minimum of skiing ability and a shrewd head for restrictive legislation qualifies as being foolish enough to organize his own ski race in which he and his friends can achieve glory.

END

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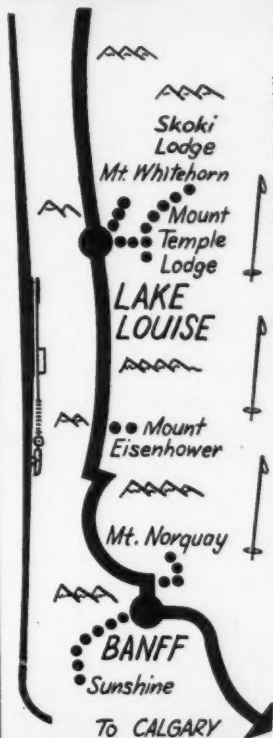
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THE GOLD MEDAL WINNERS

A Now-or-Never Proposition

Ernst Hinterseer retrieved Austria's Olympic racing fortunes when they were at an all-time low. Here he tells his own story of how his remarkable second-run slalom victory was accomplished

by Ernst Hinterseer

After the first run of the men's Olympic slalom and not long after the start of the second, I found myself in a good position to win Austria's first gold medal of the Olympics.

It was not a situation in which I could coast to victory. On the contrary, the second run had to be a now-or-never proposition. But never in my life had I been in such perfect physical and mental condition.

To reach this peak had been a long process which actually started when I was a school boy in Kitzbühel where I participated in and won my first races. I was born there February 28, 1932,

and, spurred on by the example of the many Kitzbühlers who made the name of the town synonymous with racing stars, I made the Austrian national team in 1951.

Training, without which serious racing is almost impossible, fortunately came natural to me. My parents farmed the Seidlalm in Kitzbühel. And since I had always to help out, it involved at least one trip a day to the alm (mountain meadow) which involved a climb of 1,500 feet. For no particular reason, I always ran both ways, even as a boy. In this way, not only my muscles, but also my lungs and heart, were conditioned for extreme effort.

Naturally, when I became a member of the national team, my training became more sophisticated, but during the summer months my trips to the alm continued. Serious training for the season started in September with gymnastics, long runs through the forests and soccer. Snow training generally began in November with the first three weeks devoted to slalom, the following ten days to downhill.

My routine has always involved lots of sleep and whenever there was an opportunity, I practiced loosening-up and breathing exercises, particularly after training sessions. Furthermore, I always tried to find time for quiet reflection to work up to the proper mental condition. Sleep, reflection, relaxation play an important part in the sport,



After his fantastic second run in the Olympic slalom, Hinterseer watches as his rivals try to match his time



Although the pressure was terrific, Hinterseer was perfectly relaxed as he made his lightning dash through the gates for Austria's only gold medal

providing what sometimes is called the "psychological set" of an athlete. Every race, but particularly slalom, is a test of nerves. The slightest mental slip can result in a deviation, which, while seemingly minor, can disrupt the rhythm of the run and thus minimize the chances for victory.

Since 1954 I have used the modern wedel technique. This technique was developed by the Kitzbühler racers after the example was set by Christian Pravda and up until now it has proved itself to be the most economical style for slalom.

Essentially, I ski with a slight knee-bend and with the upper body erect or leaning slightly forward. The steadiness of the upper body is particularly important and should point toward the fall line as much as possible. Weighting of the downhill ski depends on snow conditions, but in all cases it must be the downhill ski which gets most of the weight.

Slalom is not a competition for strongmen and technical specialists, but belongs to those who have lightning reactions, the ability to think beyond the gate just coming up, and the concentration to memorize perfectly a seventy-five-gate course. Memorization of the course involves another mental trick: since it can be studied only while going uphill, and since there is no chance to make a practice run, the racer must be able to unreel the course backwards in

his mind as he runs it. Once at the top, I like to have at least fifteen minutes to again think over the course. In order to do this, I have trained myself to divorce myself from the activities at the starting line completely. It is vital that there are no worries or distracting thoughts on the mind of the racer at that time, for no matter what he does, they will escape from his subconscious and affect his composure and concentration.

It was in this ideal frame of mind that I found myself at the start of my second run of the slalom.

The situation was as follows: After the first run young Willy Bogner was in first place with 1.08.8, one full second ahead of the two Frenchmen, Charles Bozon and Francois Bonlieu. Following them was Paride Miliante of Italy with 1.10.1. I was in fifth with 1.10.7. Others who could still be considered threats were the German Ludwig Leitner and the Japanese Chick Igaya, the Frenchman Guy Perillat and my Austrian teammates Hias Leitner and Pepi Stiegler. Two of my most dangerous rivals, Roger Staub of Switzerland and Adrien Duvillard of France had been disqualified after falls in the first run.

For the second run, the former Swiss Olympic star Karl Molitor had set an entirely different course from the first, which was set by Stein Eriksen. Stein's course hugged the fall line without much deviation to the right and left.

continued page 77

FASHIONS TO PLEASE THE FAMILY ON SKIS



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continued from page 17

"No thanks," I said. "The sooner we get going the better."

"When the bar comes," I said, "don't sit down. Just give a little with your knees."

She smiled as we left the roar of the diesel behind us. Encouragement is what she needed, lots of it if I was going to pull off this trick.

"Good work, Sally. You're right at home on skis. I knew you would be." She gave me another smile, and I let her have it: "That's why we're going to the top."

"To the top!" She turned gray.

"Sure," I said and kept talking. "Nothing to it. Today is special, Sally. Anybody can see that. This is flying snow, the kind we wait for all winter. No one knows who the angels left it for, but it's ours now. All we have to do going down today is spread our wings and fly. You wait and see."

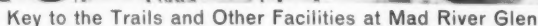
Silver dust drifted down from snow-covered pines. The air sparkled, our skis whispered. A little color started coming back to her face. She wasn't sure I was telling her the truth, but she liked the picture. So did I. Wasn't knee-deep powder like this meant for flying, for freedom from everything down below?

"There's one thing you've got to remember, Sally. You've got to keep your skis together. That's where you need control. Concentrate hard on keeping your legs together and leave the rest up to me and the snow."

She gave me a funny look which broke into a grin.

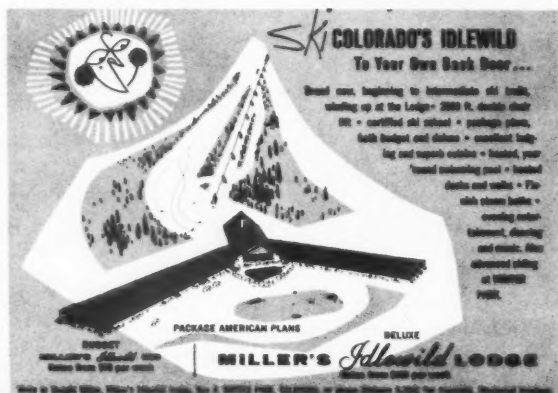
"You're kidding, Turk. Is this the way you always teach beginners?"

"Never was before, Sally. But today is different, and so are we. It won't be like this tomorrow when crowds have packed the snow into pavement. But today we're going flying the way people



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have been trying to fly since they fell out of trees. And this way beats them all. No motor, no noise, no strain. Just wings on our feet and our arms out wide."

"You make it sound wonderful, Turk. I hope I can do it."

"I know you can do it," I said, "or I wouldn't have brought you up here."

"Aren't we awfully high though? I've never been this high before."

"Just right, Sally. Just the right height for coming down. You'll see."

So I was nuts maybe, but I had to get her down somehow. If I convinced her she could feel free as a bird and use her arms like wings to balance and turn her, I was counting on the deep snow to protect her. She'd come out of it fast when we hit bottom. She'd be spent and wake up from this dream I was feeding her. But we'd be down, and in one piece—maybe.

We were coming topside now. It was like the world inside those crystal ball paper weights that snow when you turn them over.

"Get ready, Sally. Take off. I've got the bar. Good."

I let the shaft go sucking up into its quiver. Ben joined us, excitement beaming from his face:

"See what I mean, darling, one day in a million. Aren't you glad we got up?"

"Oh, Ben, it's a fairyland," Sally said in a daze. "I never knew the world could be so beautiful."

She was spellbound. My best hope was to keep her that way. If she woke up before we were down, she'd be scared stiff. And a stiff skier is done for.

"Follow me," I said. "Let's get the feel of the snow."

There was nothing to feel though. We were dream-walking through clouds so light you couldn't feel anything below your knees. We passed the churned-up mess of instructor's tracks where they took off down Comet. Lucky bums! Sputnik and Buck Rogers were cut up too.

Moonbeam was next. Kramer's tracks up to his "Closed" sign were the only

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marks in the snow. The rest of the trail was spotless. I led the Krafts closer to the brink. What a sight!

"This is Moonbeam," I said. "How do you like her?"

"What a beauty," Ben said with awe.

"It does look like a Moonbeam," Sally said. "So smooth and white."

"Right out of heaven," I broke in.

"Too bad they've got her closed," Ben said. "Probably the only one your instructors haven't chewed up."

"You can say that again. They've had 'em all. And somebody will get Moonbeam before the day's over. Now you know why I wanted you to see the top before it was too late."

"It's out of this world," Sally said. She was in more of a trance than before. There might be one way to keep her that way.

"Let's say we take her," I said. My own words startled me. I was being a double dope. But I couldn't help it looking down that slender, curving throat without a flaw on it. "Three tracks won't make any difference."

"It looks so steep," Sally said, as her face turned gray again. "Are you sure I can go down that?"

"Sure I'm sure," I said. "No doubt about it. That trail is tailor-made for flying. Keep your arms spread and turn them the way you want to go. But keep turning so you won't get caught in the fall line."

She looked blank.

"That's straight down," I told her. "Look out for it or the mountain will climb all over you. He's hell on little girls who don't keep their skis together."

"Will you be near me?"

"We'll both be right next to you," Ben told her. He wanted to go down as much as I did.

"Let's go," I said. "Skis together, arms away from you and a little ahead. Good! Let your ankles bend. Relax. I'm right here."

We crossed the trail in a light traverse.

"Wind up like a watch, Sally, like you were going to throw a ball. Good. Now slowly start unwinding, rise up, let your arms turn your body to turn your skis. Keep turning. Don't stop!" I was screaming. "Keep turning! Now follow through all the way with your arms!" She was through the fall line, but it had been close.

"Stay low, the way you are, you're

ready for turning back, start slowly, come up turning, ro--ta--ting . . . keep turning, don't stop, DON'T STOP, all the way, through the fall line, follow through, good, and come to a stop over here."

I made a slow crease above her, put my poles in below and lifted my skis in a 180-degree turn through the air coming down facing her with a shower of crystal flakes spreading out above us. My skis sank into the snow like a bed of feathers. Ben stopped nicely.

"You've got it, Darling. Doesn't she, Turk?"

"You're perfect, Sally. The prettiest wings on the mountain. See how easy it is when you use your arms. Let the end of each turn become the start of the next one; each follow through is the windup for your next rotation. Just don't get caught in the fall line. Keep turning."

I touched her on the shoulder with my glove and gave her a gentle push to start her moving again. I repeated the directions, coaxing her into her turns, shouting her through the fall line. I was proud. Imagine a beginner coming down Moonbeam. She was no bird yet, but that's the image she had in her mind. That's what she was trying for.

Now she was getting the rhythm, linking one turn to the next, letting her tempo increase with each change of direction. Ben was yelling encouragement to her. The three of us were side by side in the powder snow swinging back and forth across the great, smooth ribbon of white falling away in front of us. This was crazy. We were hugging the fall line closer and closer, faster and faster. I couldn't hold back any longer. I had to let 'em run, wide open, run with the wind, slicing in and out sending up a wake of smoke behind me. I took off down the last schuss.

Except there she was right beside me. She wasn't turning. She was over the limit, going straight down, caught in the fall line, trapped by the mountain. Her control was gone. He almost had her. If her legs came apart at this speed she'd crack up for sure. I checked.

"Get out of the fall line, Sally."

She roared past me.

"Legs, Sally, legs!" and she held them as she tried to start shifting her body to get away from trouble. She wasn't scared. She had to see what the mountain was like. She was finding out.

continued



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Magic on Moonbeam

She made herself start swinging, trying to build momentum to escape the fall line.

"Stop! Stop! When you can!" I yelled.

She tried and tried again and finally a full turn headed her for the trees. I swung in beside her stemming my uphill ski, grabbing her, slowing her to a stop just short of the woods. We were down. The bottom was in sight.

"Wonderful! Wonderful!" I said. "You did it! You did it!"

She was shaking, no color in her face at all, trembling all over as though she were going to faint. I kickturned over the front of her skis reaching for her under her arms. She dropped, limp, sagging against me, crying a little, then she slowly started to laugh. She straightened up next to me, surprised. I let her go. She turned to see Ben. He was just above us. We were all breathing hard, working to catch our breath, laughing with excitement without making much sound. We had gone a long ways out there wherever it was and gotten back. We were lucky.

"The lesson's over," I croaked. My voice was hoarse from yelling her down the mountain. "No more Moonbeams today."

We looked back up at our tracks weaving down the trail like long, silver threads.

"I don't know what you could have told her, Turk, but that was beautiful... sheer magic!"

"Wasn't that thrilling," Sally said. Her strength was coming back. "Do you think I could do it again? I don't remember what I did. I've forgotten already. It's like a dream. I was falling through space." She couldn't stop talking.

"Sure you'll do it again," I said. "But how about some coffee first?"

"Can't we go again now?" Sally said. "It's still early. It was so wonderful. Can't we?"

Some women never know when to be satisfied.

"Later, honey," Ben said. He understood. "We'll do it again later. That was a great run, Turk, the greatest I ever had. I hope you won't get into trouble for this."

"That's all right," I answered, "but keep it under your hats... How about that cup of coffee now?"

After the coffee we goofed around a little on the ski school hill to use up

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the hour. It was strictly fundamentals. When the lesson was over, Ben and I let Sally ski down the hill.

"Say goodbye to Sally for me," I said. "I don't think she liked the rest of the lesson. But she'll learn. She knows what it can be like." I coasted down to where Kramer was calling his classes. He walked over to me snarling.

"You! Some wise guys put tracks on Moonbeam. It better not have been you, Turk!"

I didn't say anything, just jerked my thumb in the direction of the ski school hill where Sally was struggling with a snowplow. **END**

The Arlberg Strap

by Frank Springer-Miller

Dr. Arthur Ellison is dead right about the danger of the single point fixation "safety" strap (see "Ski Injuries You Can Avoid," SKI, December 1960, page 74).

On release bindings, a strap from ski to boot is a must.

The long straps winding once around the ankles are best because, when the ski releases, this kind of strap allows the ski to drag and lose momentum so it is less apt to whip over and konk you on the head.

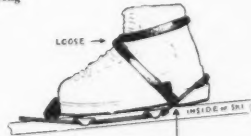
The Arlberg strap should be loose and not regarded as an additional tightening device. With bindings featuring a heel release, the strap must be fastened ahead of, not behind, the rear cable catch, or the cable won't come off when the binding releases.

Right



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there

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• Frank Elkins, agent for Robson Travel, will lead a seventeen-day tour to Norway beginning Feb. 25. Travel will be by Scandinavian Airlines System jets to Copenhagen, Denmark, then by connecting airline to Oslo, Norway. From Oslo the group will go to several ski areas and return in time to see the famous jumping meet at Holmenkollen, March 12. The tour will return to New York March 13. The package price is \$589. For more information and reservations, write to Frank Elkins, Robson Travel, 680 Fifth Ave., New York 19, N.Y., or Betsy Palmedo, Humbert Travel, 610 Fifth Ave., New York 20, N.Y.

• For ski mountaineers Hans Gmoser offers treks into the Canadian Rockies. Trips scheduled include one in March to Mt. Assiniboine and others in April to glaciers along the Great Divide. The number in each group is limited and reservations and references are required for most of the trips. For complete information write Hans Gmoser, Box 583, Banff, Alberta.

• Ski-Scape, 203 West 58th St., New York 19, N.Y., is featuring all-expense tours for holidays and weekends throughout the season in the north-eastern part of the country. Special extended weekend trips for Lincoln's and Washington's birthdays and Easter are also scheduled.

• Ski tours which include an automobile for the participants are being offered by KLM Royal Dutch Airlines. Under one plan the car is delivered at Munich, Zurich or Geneva. Included is a free mileage allowance of 600 to 750 miles. The car can be used fifteen days for twenty-four hours a day. For information write to KLM Royal Dutch Airlines, 609 Fifth Ave., New York 17, N.Y.

• Bennett Tours, Inc., 290 Madison Ave., New York 17, N.Y., is offering a March 5-19 ski tour to Norway for \$580.00. Gunnar Samson of Traverse City, Mich., a native of Oslo, will lead the tour to some of Norway's most famous resorts. The tour includes ten days of skiing at Mt. Skeikampen. For reservations write Samson at 1730 Comanche, Traverse City, or Bennett Tours.



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SECRETS OF EFFORTLESS SKIING

part five: pole action

by CLEMENS 'MIKI' HUTTER

Bud Phillips Ski School, Mad River Glen, Vt.

While only heelthrust makes us turn when the skis are parallel, uplift (unweighting the tails of the skis) and pole action have an important place in parallel skiing. Schmieren (SKI, January 1960) was easy without use of either poles or uplift, but this pleasant exercise confines our parallel skiing to smooth easy slopes.

For more difficult terrain pole action is essential since it assists uplift, heelthrust, stability and rhythm. From the practice of heelthrust we know of the importance of the counteraction between legs and upper body and the reason for the comma and reverse shoulder positions. Therefore, the important consideration in pole action is that the shoulder position must not be disturbed by the action from arms and poles. If the arms and poles do not do what the

shoulders do, the counteraction between legs and upper body will be neutralized, thus making heelthrust and consequently a parallel turn virtually impossible.

From watching experts and from pictures you are probably familiar with the position of the good skier while skiing parallel, particularly if he links his turns tightly. Except for the degree, it is more or less the same thing. In addition to a good comma and reverse shoulder position, the outside arm is sideways and the pole pointed forward while the inside arm is held slightly in front of the body with the pole pointing to the side. This stresses the fact that counteraction within the body is the most significant aspect of modern parallel skiing, and why improper counteraction makes parallel turns almost impossible.

To learn proper pole action, assume a slow traverse and the body position of a parallel turn. For the purpose of this exercise exaggerate the comma and reverse shoulder position. This means that the shoulders are almost parallel with the skis, the uphill arm forward and downhill arm back. To point the downhill pole forward just turn your wrist so that the palm is almost up.

The next step is to plant the downhill pole and make around it any type of turn you wish. But as you are turning, rearrange your body position so that you end up with shoulders reversing in the opposite direction and with the comma to the other side of your body. Continue in a long traverse so that you can make sure about the position of your body and make another turn. This exercise will feel peculiar to

Pole action becomes possible only with correct body position and as such becomes a killer of bad habits. Note in the picture on the left that shoulders, arms and torso are working as one unit. Picture on the right shows the incorrect position with the arms working against the torso and thus neutralizing the counteraction between legs and upper body





The position above is typical of the skier in a short parallel turn. In addition to the unity of action of all parts of the upper body, note the position of the outside pole, which is pointed forward, ready for planting



In practicing pole planting, exaggerate both comma and reverse shoulder positions. By doing this you will know instantly if you are executing this exercise correctly. At the same time you will be cultivating a habit of great importance in parallel skiing. In the early stages take particular care that you finish the turn in a position which is exactly the reverse of your position at the start of the turn, that is in a position in which you can again plant the pole

you at first, but it pays off. As soon as it becomes more familiar to you, cut down the length of the traverse. All of a sudden you will find yourself linking your turns with rhythm.

If you concentrate on this pole action, the other aspects of modern technique will come very easily.

Let's go back once more to our long, gentle practice slope. Again traverse, but this time stay close to the fall line. The body positions remain the same as before, but instead of pushing your heels over the snow as you plant the downhill pole, hop and kick your heels to the other side. While in the air, change the position of your body so that you end up in a position opposite to the one you were in before you started the turn. Keep cutting down the length of the traverse and you will eventually arrive at *sprungwedeln*, which is easy since the rhythm of your movements is not disturbed by any contrary action of your arms and poles. For maximum efficiency, plant the pole half way between binding and tip and always close to the ski.

My experience with this rather odd looking exercise—someone once asked me if I was conducting a fencing class—is that it sharpens all aspects of modern parallel technique and that it is a real killer of bad habits. **END**

photos continued next page



Pole Action

On a gentle hill traverse close to the fall line. Note the position of the arms and poles while traversing. The change of direction is accomplished by hopping and applying heelthrust in midair. As the tails of the skis are whipped to the other side, position of the arms and poles as well as the comma position are reversed so that on landing the correct position for the next turn is already assumed. This series shows clearly the counteraction between legs and body



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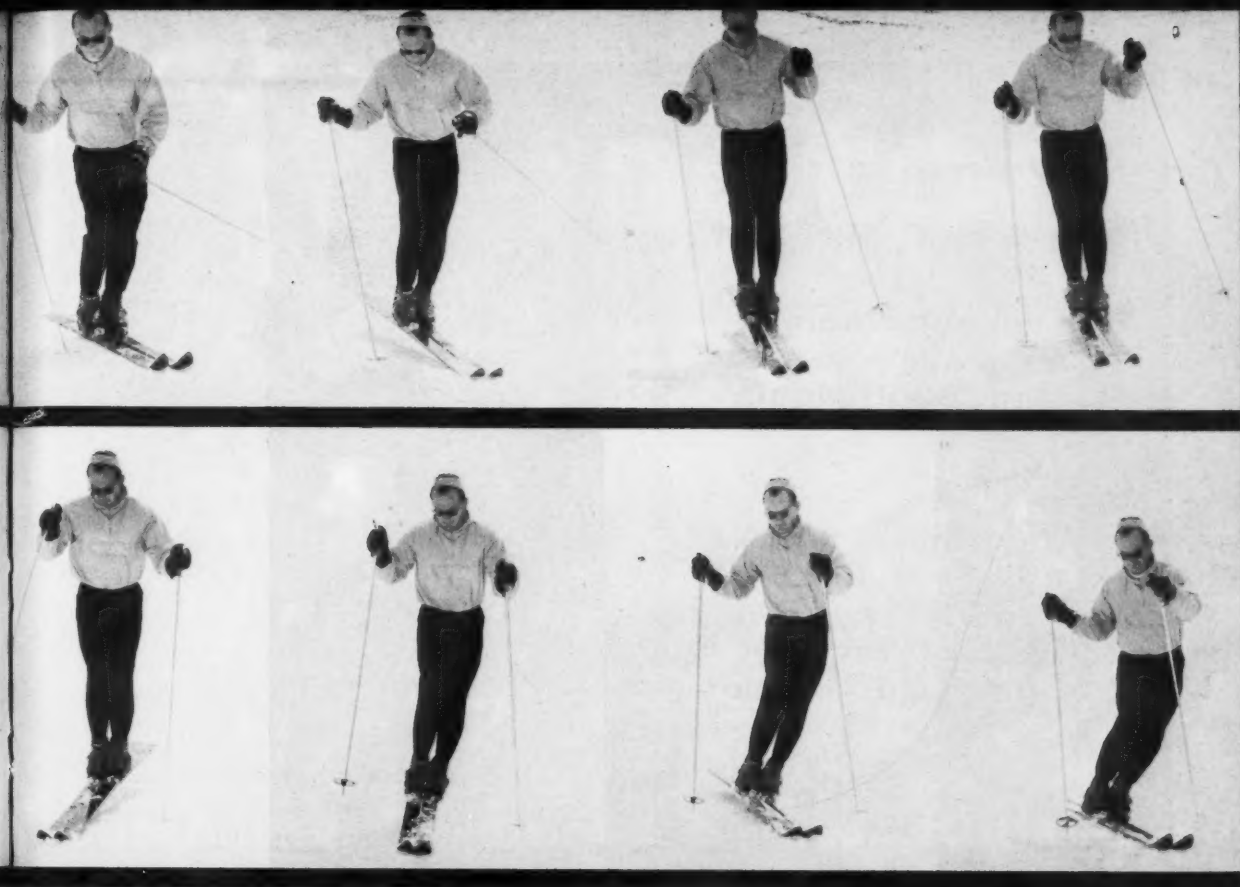
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SPEAKS HER MIND ON . . .

- School and Racing
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Olympics are Fun — and Educational

by Penny Pitou

When I arrived at Stowe for the Olympic tryouts in March 1959, I was amazed to find only twelve girls competing for the squad. And a week later at Wildcat there were fewer than ten.

There probably were several good reasons for the small turnout, but I am convinced lack of interest wasn't one of them, at least judging by the many young hopefuls who have come to me for advice about racing.

The problem, I think, is inherent in our way of life. Many of the questions I get concern the conflict between education and racing. By the time young racers are ready to move into the top brackets many of them are ready for college. So it comes down to a question which comes first.

Just as important, and sometimes more so, is the problem of finances. Ski racing is a very expensive sport and it isn't always easy to scrape up the money for equipment and expenses. For instance, in 1957 I spent \$2,000 on school and another \$1,500 for racing while trying out for the '58 FIS team. A large portion of this came from summer work,

which I had been doing since I was thirteen years old.

Despite the problems and difficulties I am glad that I took the plunge, which came at the end of 1957, after I had completed my first year at Middlebury College.

I had to decide at that time whether to continue my education or postpone my graduation for three years and enter seriously into international racing. It was a difficult choice since I had always been able to coordinate skiing and schooling comparatively well.

However, in the early part of 1957 I had raced poorly in one FIS tryout race after another. By the end of the season I was number six on a squad of ten girls and officials were threatening to take only four to Europe to race in the World Championships at Badgastein, Austria.

This made my decision doubly difficult. What would happen if I left school that spring and then didn't make the team? This question plagued me for six weeks before I made up my mind. I would race! I've never regretted it.

I've known many skiers who have faced the same impasse: whether to finish school in the usual four years or to take a "racing sabbatical." For girls this decision is really not that difficult since only a few of us plan on a career. A year or two of international racing and travel in Europe and the United States is an education in itself and an experience which will prove to be very beneficial in later years.

For boys this problem is a bit more difficult. They must have careers and for this reason it is harder to persuade Dad that skiing should come first and school second. However, many young men have succeeded in coordinating the two. I remember back in 1954-55-56 that Dartmouth College sported most of the top racers in the United States. Brookie Dodge, Ralph Miller, Bill Beck, Tommy Corcoran, Bill Tibbits, Dave Harwood, Bill Smith and Fuzz Goodwin all are big names in American ski racing. It took them four to six years to complete college, but all of them did. As a matter of fact Brookie and Tom went

continued

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Penny Pitou

on to Harvard Business School and Ralph is now in his second year at Harvard Medical School.

Since 1956 it has become increasingly difficult to be a top performer on skis while keeping up with grades at the same time. The western universities, most of which are on the quarter system, ease the situation a bit. Most Olympic hopefuls in these schools take the winter quarter off and race.

In the eastern colleges, each winter season is a fight—a fight to get professors to allow them to cut classes at any time, a fight to keep up grades so parents don't complain, a fight to get away from that bookish school atmosphere every weekend in order to compete with kids who have been training and racing since early December, and a fight to

maintain a healthy balance between skiing and school.

For most of us, it's worth every bit of worry and strain. Most of the racers I know who have tried to attend school are also amazingly dedicated to skiing. They feel, as we all do, that to make an Olympic or FIS team and to have the opportunity of traveling to Europe and racing against and with the best in the world is tremendously rewarding and an education which has no equal.

What happens to those people who make a team and have to postpone graduation for a few years? Most of them return to school knowing what they want to study, far older and wiser, and much more capable of understanding our mixed up world. Marv Melville, after having competed in Europe and the States on two Olympic teams and one FIS team, now is finishing his education at Denver. Bud Werner, the



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greatest skier America has yet produced, is attending Colorado University after having left school in 1954 to race for us on every international team since. All but a few members of the 1960 Olympic team were college undergraduates taking a year off from school to compete in the Olympics.

Trying to sell your parents and the dean at your college that international racing is as educational as two years in college can be a bit difficult, and as a matter of fact most competitors themselves don't know what they are getting into when they first make a team. In 1956, I was almost more thrilled by the trip to Europe than by the Olympics themselves. This usually is the situation for racers on their first trip abroad. It takes at least one winter of racing over there to season competitors and to accustom them to different eating habits, the time change, the race courses and European life in general.

One of the main problems to overcome is the language barrier. Only those who have experienced the sensation of not knowing the local language can appreciate the difficulties when verbal communications are impossible. Fortunately, I had taken three years of French in high school, so I had a great time trying it out on anyone who could endure and sort out my grammatic and idiomatic mistakes. The handsome French racers were, of course, one of my main incentives to learn.

On my second trip to Europe, I managed to find a job in Austria where almost no one spoke English. I found to my dismay that I had to speak German or starve. Believe me, I wasn't about to starve and after a very painful three months I found I could even understand their off-color jokes. This was the most intensive education I had ever received, and I wonder how many girls who decided to give up racing in favor of school can honestly say that they

learned anything so thoroughly as I did German and French.

Racing and training naturally take up most of the winters for members of an international team. However, being in such close contact with so many different nations, including Iron Curtain countries, one becomes a member of a very close-knit United Nations of sports. A nation's politics very seldom enter into the conversation. There is no hatred or enmity among members of different countries on political grounds. I shall never forget a three-hour discussion a few of us Americans had with members of the Russian team on the train taking us to a race in Kitzbühel in 1956. The Russians and Americans each had their own railroad cars, and we were all getting restless in our respective quarters. It had been a long trip from Switzerland. Tom Corcoran instigated the conversation. We found the Russian interpreter, squeezed into a very small compartment with a group of friendly looking Russians and started bombarding them with questions.

They seemed a little reticent at first, but soon launched into asking questions of their own. We covered topics from Russian washing machines to Jack London. It was quite an educational and enlightening session. Ever since then the Russian and American ski teams have been exceptionally friendly toward one another. If only our politicians could be as friendly as the athletes, we would never have to worry about the possibility of war.

Of course, learning the views of the Russians toward America was of immediate interest, but finding out what our "friends" thought of us was quite another matter. It would not only amaze many people here in the States but be a great revelation to them to hear the "other guy's" story.

I have, perhaps, put too much em-

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Penny Pitou

phasis on the educational benefits and
the problem of international racing. It
is quite true that my experiences in
Europe have been valuable to me and
that it hasn't always been easy, but,
as anyone who has been there can tell
you, skiing in Europe is a great deal of
fun and some of my adventures, hair-
raising though they may have been at
the time, are memories which always
leave me with a warm glow.

It is because of this satisfaction that
I always tell young racers who have
asked me to ski with and race against
better skiers so that they would have
someone to emulate and copy. This is
the easiest way to get a "break" and the
reason why an opportunity to race in
tryouts in your own backyard should
not be missed.

My own experience is a good exam-
ple. In 1955 I arrived home from the
Junior Nationals in Whitefish, Mont.,
just in time to enter the Olympic try-
outs at North Conway, N. H. It was my
second year of serious competition and
racers like Andy Lawrence, Katy Ro-



Penny's racing success had earned her
a second trip to Europe by the time
she was a Middlebury College freshman

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Betsy Snite (left) and Penny became the scourge of the European racing circuit during the 1958-59 season

dolph, Janette Burr and Skeeter Werner were deeply revered names to me. The main reason for entering the tryouts was to meet them and watch them ski. Ironically, and very much to everyone's surprise, I made the team. For once, curiosity paid off.

It can also pay off for anyone else aspiring to make an Olympic or FIS team. That goes for the boys as well as the girls. There is no time like the present. We need more racers and more competition in order to become one of the leading nations in the skiing field. And since skiing is still relatively young in the United States, it is not nearly as hard to make a women's Olympic team as it is a men's.

What do you get out of it? Many of the things that I've mentioned in this column. But above all, for an amateur athlete there is no greater honor than to represent his country in the Olympic Games. It is the culmination of all our hopes, dreams, and years of rough training. It is difficult to equal the tremendous thrill of standing in the starting gate physically and mentally prepared, waiting for the final countdown. **END**

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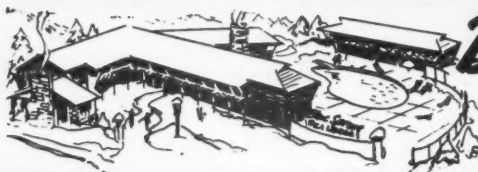


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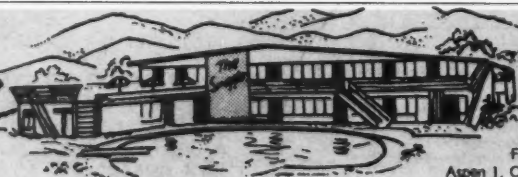
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My funniest Moment

by Tony Seine

It was still rather foggy when I stepped off the lift at the top of Aspen's Bell Mountain. The slopes were beautifully covered with fresh powder.

I skated a few yards down the trail and then dropped over the side to ski the face of the mountain. I worked through a series of linked turns angling my way down. As I swung into a turn midway on the run, I over-stepped myself, lost my balance and went out of control. I hit the snow with a resounding poofff.

It was a nice soft fall, no jolt, no difficulty at all. I'd fallen before like this so didn't give it a second thought.

Untangling myself, I rolled over, brushed off the powder and resumed my downward trek. I skied over to the lift and slipped into the line for another run.

While waiting for the next chair, I sensed an undercurrent of laughter among my fellow lift liners. I looked around and noticed someone pointing at me and snickering. I returned their stares with an arctic eye.

Just then a skier behind me tapped my shoulder and pointed to my parka.

Back on the slope where I had taken my spill, I had fallen on a local porcupine sleeping in the snow. About half a dozen long quills were now protruding from the back of my parka.

I immediately became a conversation piece—the man with the original quill-ted parka.

• • •

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Report from Siam

An on-the-scene account by one
of SKI's lighthearted reporters

by NORRIS HOWARD

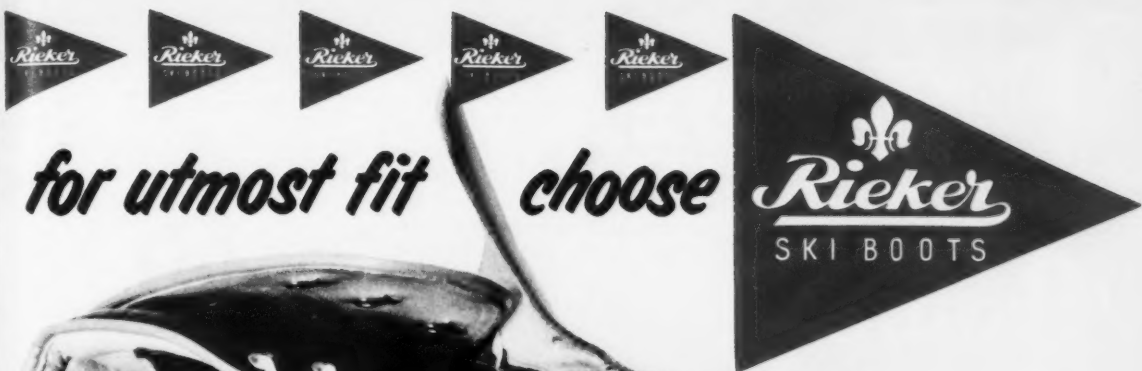
About the Author: Norris Howard, who sent in this report while on a recent trip through the Far East, claims to be one of the seven or eight really obscure past members of the Dartmouth ski team and currently holds the record for the International Downhill Course at Cemetery Hill in Norwich, Vt. (He had the floodlights extinguished during his run to avoid giving the Austrians a close look at his unusual style!) He graduated in 1955 and has continued his interest in skiing, as this article shows—Ed.

One rarely associates Siam (or Thailand, its modern name) with our favorite sport, but this reporter was happily surprised when he landed in Bangkok to learn that there is a strong interest in skiing in this beautiful land of sloe-eyed women and luke-warm tapwater. At first, one would think that the odds are heavily against a general enthusiasm for winter sports in a land which has a smaller annual snowfall than Stowe, and I'll be the first to admit that it took some time before by skepticism was overcome.

Of course, the era of Pomalifts and gondola cars is still in the future, but the native ingenuity of the friendly, industrious Thais has helped them overcome many of the obstacles which would daunt a less enthusiastic group of schussboomers. (One example of this is to be found in the fact that they have at last found a use for old ski boots; when used on the end of two old long-thongs, they make excellent sampan anchors.) Naturally, everyone uses bamboo poles here, but this is not the only way our sport has been adapted to suit the demanding local conditions.

But one finds many things in common with our experience and practice, too. For instance, I'd guess that after a few more seasons the shouts of protesting purists will die down and metal skis will be seen here as often as the

continued



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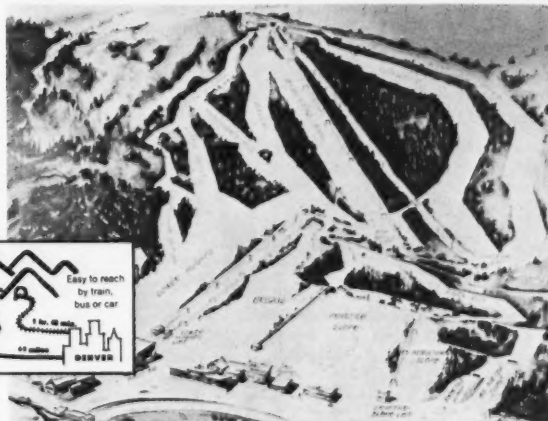
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Report from Siam

traditional wooden ones. Naturally, many skis here are of local manufacture, in a land where woodworking is an ancient art. Teak, however, seems to be the favorite material, it being more plentiful than hickory or mountain ash, and one with which the local craftsmen have had more experience. (It is amazing to note the striking similarity between the keel of the standard sampan and a 225-centimeter Kneissl competition downhill.)

An unending search by the more advanced tyros for longer and steeper trails has led to thrilling adventures into the unexplored reaches of the Siamese snow-forests. (The term "rain-forest," they say here, is a nasty phrase invented by the Japanese while building up their campaign to be the site of the next Winter Olympics.) Though hotly denied by non-skiing archeologists, the local sitzmark set stoutly maintains the theory that the recently rediscovered Lost City of Angkok, founded on one of the highest points around, was actually a pre-historic ski resort, and the rooms of the Royal Thai Ski Club are decorated with relics taken from the ancient ruins. Even today, the spears used by uncivilized headhunters in the area bear vestigial baskets near their poison-tipped points.

But despite the heroic efforts of the local skiers, there is still considerable resistance to a Siam-wide rush to the hills when winter comes. Some sedate Thais fear the infusion of the boisterous mores associated with places like The Red Onion or The Baggy Knees. They have even adopted the Tibetan word *yeti* (meaning "Abominable Snowman") as the Thai equivalent to "snow-bunny."

It is hoped that the increasing convenience of international air travel will entice both jaded and adventurous American and European skiers to explore the exciting possibilities of skiing in Siam, and to take part in their colorful winter pageants, including the Annual Slalom Tween the Temples held every February 29th in non-Olympic years. A major publicity campaign has been launched, overtures have been made to Jay and Miller about making films here, and hopes are high for a booming tourist trade in coming seasons.

For the skier who "has been everywhere," why not make it Siam this year?

END

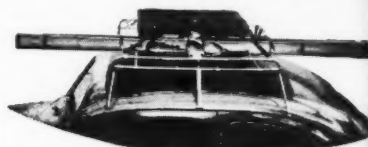


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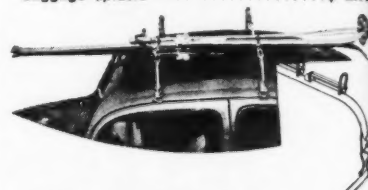
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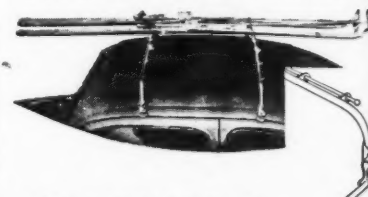
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Four certified instructors of the USEASA demonstrated the versatility of the Ski Dek at the National Winter Sports Show

There may have been a ski innovation more startling, but as far as blasé New Yorkers were concerned, nothing in the ski world has ever excited them as much as the "Ski Dek."

Attempts to build a practical indoor ski slope have been made before, but the Ski Dek appeared to have licked virtually all of the problems associated with indoor slopes when it made its public debut at the National Winter Sports Show in New York's Coliseum.

The Ski Dek is an inclined platform with an upward-moving, conveyor-belt-like carpet driven by a variable-speed electric motor. But the real reason it works is the combination of special nylon in the carpet and the skis, which have sheet-Teflon bases.

The Ski Dek is the creation of Ray Hall, an Aspen Ski School instructor, and Cyril Farny, also of Aspen. Another familiar ski figure, Wilton Jaffee, an Aspen rancher, is guiding the financial future of the young corporation.

When the Ski Dek was first unveiled, it resulted in one of the biggest flurries

The Revolutionary 'Ski Dek'

Photos by Kim Massie

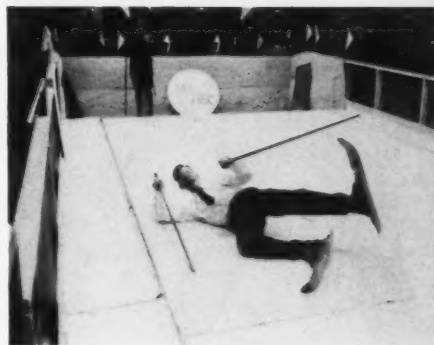
of publicity skiing has ever received. Certified instructors ran slalom races, did "figure skiing," and taught a creditable snow plow to persons who had never been on skis before.

Skiers and members of the ski industry were really excited by the realistic skiing possible on the slope. Ski speeds can be varied from zero to twenty miles an hour. "The only thing lacking," said one instructor, "are moguls."

How long is a "run" on the Ski Dek? It depends strictly on the skier. If his legs are up to it, he could stay on for hours. However, even the strongest skiers began to tire after about twenty minutes.

Plans are to have Ski Dek centers in most larger cities. If these plans materialize, the Ski Dek should be a special boon to metropolitan skiers learning to ski, pre-season conditioning and during the week-skiing.

END



Even falls are possible on the Ski Dek, although the penalty differs. Skiers who fall are carried back to the top and have to start again, which is what skiers have been dreaming about since skiing began

more photos on next page

Ski Dek

Clif Taylor, a certified instructor at Hogback, Vt., and president of Short-ee Skis, demonstrates the claim that non-skiers can be taught a snowplow in twenty minutes on the Ski Dek. The bar, which swings out from the rail is the biggest help. It makes the student feel secure in his first venture on skis and it enables the instructor to stay close to the student. Also interesting to note is how quickly the novice has learned to relax



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Winning a major international ski event—be it the Olympic downhill, the FIS world championship giant slalom or the Arlberg-Kandahar combined—is one of the most difficult competitive feats of the sixties.

Natural ability is no longer enough, although an important prerequisite. As the major races showed last year, victory requires a performance which combines extraordinary athletic, technical and tactical ability.

These three aspects of successful ski racing are not new in themselves. Racers have always trained, refined their technique and tried to outthink their opponents. However, races today are won by split seconds at best and no racer of the international elite can be deficient in one of these aspects and hope to make it up by a slight superiority in the others. Each requires detailed attention.

Since the middle fifties great strides have been made in developing athletic, technical and tactical ability. It is these we want to examine here, not only for the benefit of the young racer, but also for the recreational skier, who can always benefit from the experiences of the competitor.

In order to win, the racer must be at the peak of physical and mental condition. It is one of the ironies of present-day competition that the vast majority of elite racers can win only during a relatively short part of the racing season. This is because peak physical and mental condition can be held for only a short period of time—about two or three weeks for a woman, about three to four weeks for a man. Therefore, even before he begins his season's training, the racer must know what he is aiming for—the races he wants to win and those in which he must place high. He must take this into account when he starts his training.

Conditioning must start at least six months prior to the peak period. The first two months are devoted especially

Tommy Corcoran, who took fourth place in the Olympic giant slalom, is one of the few Americans who has mastered the new technique developments which are described here by the French expert Georges Joubert

THE LATEST IN RACE TECHNIQUE

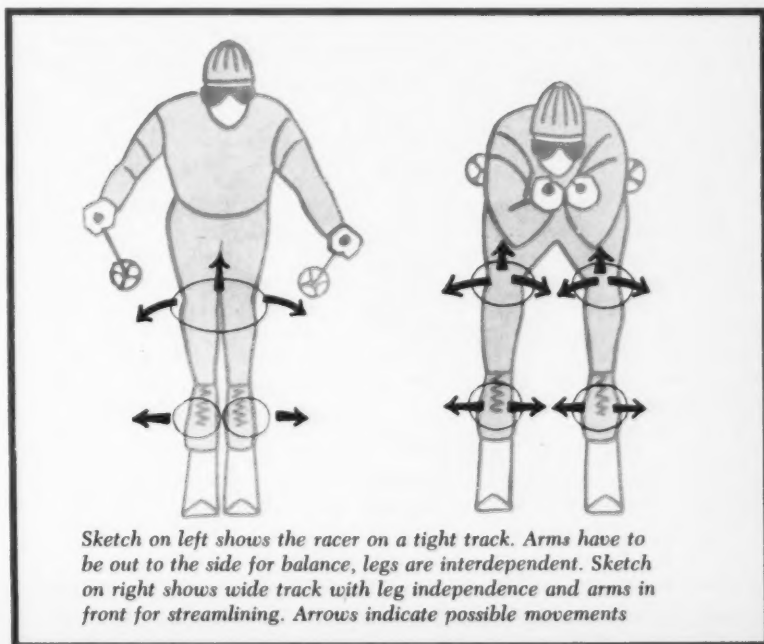
by Georges Joubert

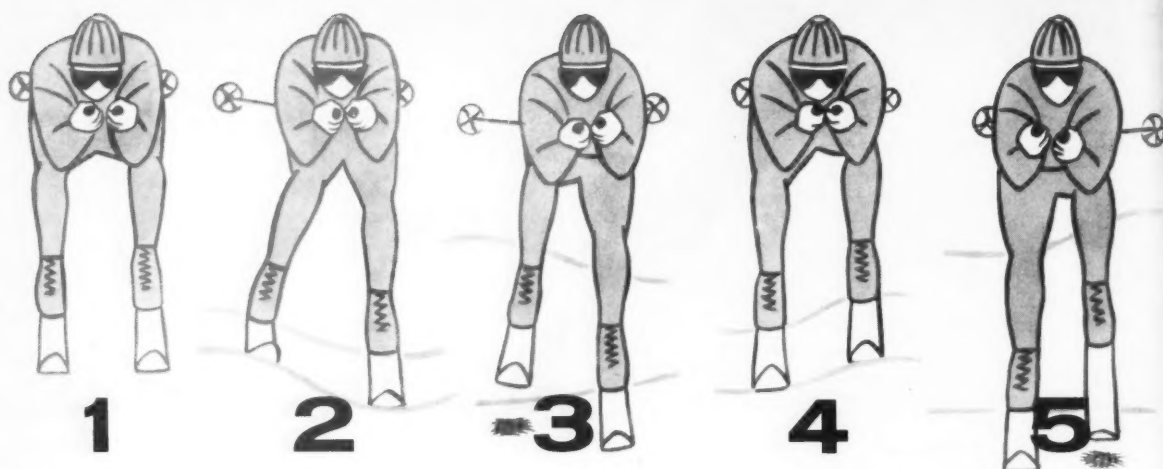
Leg independence and streamlining are the new tools in the repertoire of the top racers

to work in the stadium and gymnasium, and at the end of this period to cross country, if possible in difficult, mountainous terrain. The third month is a transitional one and consists of physical preparation and technical re-conditioning on skis. The fourth month requires intensive training on skis, starting with rather easy but long trails with considerable vertical drop, gradually work-

ing up to more difficult trails. During the two months preceding the peak period, the racer must progressively accustom himself to the rhythm of events during the racing season. This calls for four or five days of training, a trial race, downhill, slalom, rest, four or five days of training and so on. Before the key event, there should be a considerable

continued





The posture is normal and legs supple (1). The right ski lies flat on the bump because of the action of the knee (2) toward the inside. As a result of the shock produced in 2, the skier gets his balance on the right leg (3). The left ski glides smoothly on the bump because of the raised leg (4). If the above bump produces a shock, skier gets his balance on right leg

Race technique

training period on the site of the race.

It should be noted that this six-month period, even though it may involve serious racing toward the end, is the conditioning period. Before this, in the summer, it is to the racer's advantage to work on his technique on snow to correct his weak points and to perfect new movements. For big international events, such as the Olympics or the FIS World Championship, the racer must prepare all year, never leaving his skis for more than a month.

This progressive physical preparation enables the skier to develop power, suppleness, reflex speed and ski balance to the maximum. During this training, there should be a great amount of sleep,

no worries and carefully controlled dosages of daily nervous effort. Like the automobile racer, the ski racer must enjoy perfect nervous balance.

It should be recognized that champions are not made in one period of conditioning, but that it takes several years of confidence building and experience as well. In this sense the racer's "technique" is the maximum use of his athletic abilities and mental faculties. And this ability must improve every year if he is to get to the very top.

Today every skier is enthused when he sees a champion clear the obstacles of a trail. It is an extraordinary, astounding spectacle which seems to be outside the realm of possibility.

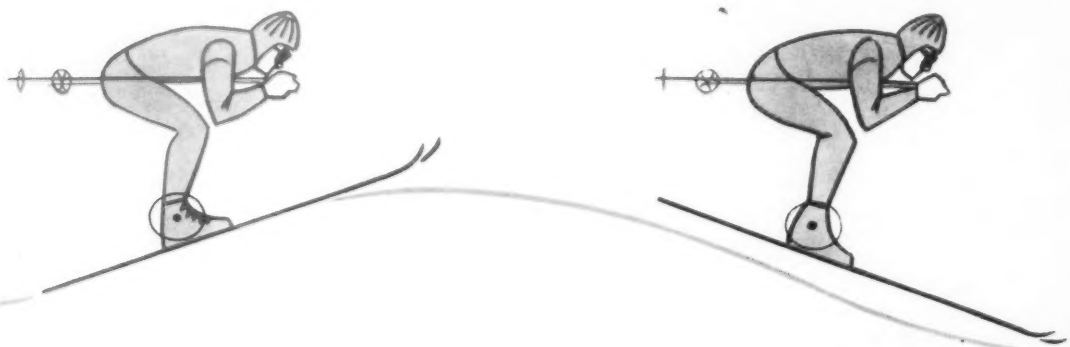
"Technique is no more. The cham-

pion defies the laws of gravity," some newspapermen have said.

This is not true. Good technique, the technique which leads to top-level competition and permits the racer to accomplish outstanding feats, is one that allows maximum utilization of all the good athletic qualities of the skier: power, suppleness, rapid reflexes and the ability to regain balance. Every year sees progress in this direction.

What are the outstanding technical innovations of the last two years?

In the downhill, the streamlined position to achieve speed is no longer temporary. It is the basic position of the downhill racer. All the technical motions, jumps, prejumps and turns, must be executed from this position and



Ankle relaxation is vital in riding bumps. In the sketch on the left, the skis glide flexibly on the bump because the ankles let the skis pivot freely. If the skier becomes airborne, the skis pivot toward the ground because ankles are relaxed

must end in this posture. This requires that the downhill racer who is accustomed to remain relaxed on easy stretches to re-educate himself completely and to create many new reflexes. He must also acquire powerful and tireless muscles in his loins, buttocks and thighs.¹

Leg independence is the second new primary quality of the downhill racer.

In the last few years two positions have been used in the schuss: the tight track with arms apart (see sketch, page 65); and the wide track with arms in front of the body. This second position proved to be the better one. It developed into a real technique which we call "leg independence" and which has a double advantage. It improves bal-

years which we described² and called "Technique Moderne" (SKI, January, February and March 1957) has changed in three of its aspects in the last two years:

1. It uses more and more, in certain gates, the rebound from the edge bite, which triggers acceleration. This rebound is closely related to the exercise we call "thrust-pivot accompanied by a hop" and enables the athlete-skier to make maximum use of the thrust power of his leg and thigh muscles.

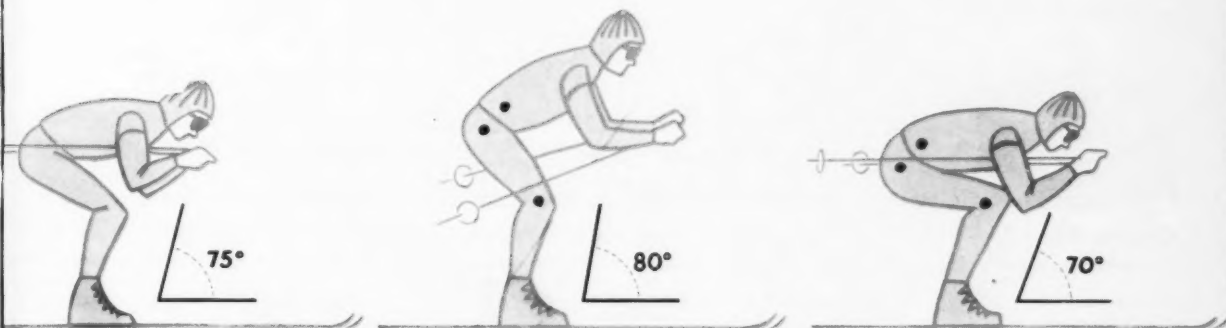
2. In other gates the new technique uses a very smooth and soft motion which makes the skis glide in an astonishing way. This is mostly the result of extremely precise

tion. This means that the racer, even if he is only beginning, must use his poles as much as possible to develop his muscles and to become really efficient in these movements.

Everything that applies to downhill and slalom applies to giant slalom: smooth turns in tight tracks; turns with "rebound" and acceleration; schusses with leg independence; maximum use of the poles to resist centrifugal force and for acceleration.

Perhaps as important as technique is the racer's intelligence and experience. These are vital if he is to map out the correct tactics for the race.

In the last five or six years it has been proved that the winner in the downhill



The above diagrams demonstrate that the ankles have little to do with changing body positions. While ankle bend remains relatively constant, hips, loins and knees (as indicated by the three black dots) are the important points of body flexion

ance and allows the skier to hold a streamlined position and it makes it possible for each ski to have an independent motion and to glide smoothly on the snow.

Supplementing leg independence is the free front-back movement of the ankles. Never before have skiers let their skis glide with such suppleness. In a schuss over uneven terrain or bumps, the ankle joint is reserved for the free play of the skis on the snow (see sketch at left). To take the bumps and to cushion the impact of landing, the knee, hip and loin joints are about the only ones that work (see sketch above). The angle of the flexed leg to the foot is not so important. For traversing, in order to make the edges bite, the ankles are laterally stiff, but such stiffness leaves intact the front-back suppleness which allows skiers to take the smallest bumps smoothly.

The slalom technique of the last ten

edging. This precision and suppleness is possible because of the newly developed shock-absorbing ability of the muscular masses of the hip, back and buttocks. Prior to this development, slalom racers worked too much and too abruptly at the knee level by using the leg muscles almost exclusively.

3. The use of pole planting has increased sharply. There are at least ten ways of using pole planting in competitive skiing, mostly for insuring balance, for resisting centrifugal force and for accelera-

is seldom the fastest on the difficult portions of the course. This is easy to explain. A racer who thinks he can win a race because he feels he is the best one does not wish to jeopardize his chances by recklessness in a passage where he has to take the greatest number of risks. On the other hand, the racer who feels he is not so good takes all the risks—everywhere. That is why he can be faster in the difficult spots. He does not win despite this because his inferior technique makes him lose seconds all along the course.

The present-day champion must therefore know how to weigh the risks that he takes. This implies perfect knowledge of the means at his disposal, of his opponents' means, and of the actual hazards of the trail for different speeds.

In slalom we find the same two problems: an accurate appraisal of the diffi-

continued page 76

1 In our book on competitive skiing, "Ski Technique Moderne," (1956) we were the first ones to describe this position. We had already introduced it as a basic posture for the downhill.

2 Books by Georges Joubert and Jean Vuarner: "Ski Technique Moderne" (1956), in French; "Ski ABC, Technique Moderne" (1957), in French and English; and "Ski Wedeln à la française" (1960), in French and English, are distributed in the United States by Veteran's Sport Shop, 542 Asylum St., Hartford 5, Conn.

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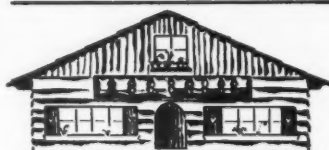
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THE AMATEUR PROBLEM

The originator of downhill racing says that a majority of the world's greatest athletes are 'camouflaged professionals.'

He proposes a solution which he says would end hypocrisy in major events and encourage true amateur racing at the same time

by SIR ARNOLD LUNN

His name is Fritz Linden of Lindenalp. He is a famous racer who is beginning to slip.

"For seven years," said the president of a certain alpine association, "Fritz has not earned a penny except indirectly as a ski racer. The years when he should have been learning a trade are wasted. His future is precarious and *we* are to blame."

Fritz is a typical case and those who encourage young racers to join the racing circus take on a considerable responsibility. As Dr. Marc Hodler, president of the *Fédération Internationale de Ski*, pointed out in his famous article, the state-subsidized and resort-subsidized racers are the greatest headaches to those in charge of international skiing.

The FIS, to its credit, has deleted the word "amateur" from its rules. This is honest, for the resort or state-subsidized racer is, of course, a professional. The FIS merely defines who is and who is not eligible to compete, and in point of fact only those who exploit their racing success too grossly to advertise products are in danger of being excluded from Olympic competition. Many of these Olympic "amateurs" are subsidized by the manufacturers of skis.

The prestige of the Olympic Games depends on the world's greatest ath-

letes' competing, and the majority of the world's greatest athletes are camouflaged professionals.

Most countries are determined to enter their best athletes, with the result that the Olympic Committee finds it difficult to resist the pressure to relax its rules.

This happened in the case of ski teachers. In 1936 the Olympic Committee informed the FIS that ski teachers were ineligible. Three of the alpine countries announced that they would withdraw from the Games if the veto was not rescinded. However, the alpine front collapsed because the French government threatened to withdraw a subsidy voted due only to the Olympic Games.

Now the British had declared their adhesion to this front and would certainly have withdrawn their team had the alpine front not collapsed. We of course did not maintain that ski teachers were amateurs but that they had as good a claim to be admitted to the Games as the German team, which had begun training in August on the glaciers and had been in receipt of broken time payments, forbidden under Olympic rules.

I am only too familiar with teams protesting decisions which *reduce* their chances of success, but we had no ski

teachers on our team and so stood to *gain* by the Olympic veto. In those days the relations between our racers and those of the great ski teachers against whom they competed, men like Otto Furrer, Walter Prager, and Rudi Matt, were exceptionally cordial.

Following the war the Olympic Committee accepted an FIS compromise. Those who taught elementary skiing were eligible for the Games; those who taught racing were not. If you taught a skier to ski slowly you were an amateur, to ski fast a professional.

The compromise was a mere facade. No ski teacher from an alpine country has since been excluded from the Games. Within a year after the acceptance of this compromise a fine racer from the Alps, who coached the Oxford team and taught advanced pupils in his ski school, was chosen to represent his country.

The real distinction today is not between amateurs and professionals, but between those who are making or intending to make a career out of skiing and the holiday or recreational skiers, such as college students or men who can ski only during their holiday.

We have no grievance that career skiers from other countries are admitted to the Olympic Games and world championships, but we long have realized that if the genuine amateur racer is to be encouraged we also must have important races from which the career ski racers are rigidly excluded.

We always enter full teams for the Olympic Games because the hope of competing in the Olympics is the greatest possible incentive and thus raises the standard of racing among our holiday skiers.

In the Olympics the summit of our ambition is to squeeze into the first half of the field. We need therefore two types of competition—those which are open to career skiers, such as the Olympics and Arlberg Kandahar, and those restricted to the genuine amateur recreational skier.

We pioneered the Duke of Kent type of race, named after the first patron of the Kandahar Ski Club. It is a race held in conjunction with the British Championship and was run off this winter at Mürren on January 7. Not only are ski teachers and resort-subsidized racers excluded, but also skiers domiciled in ski resorts.

This type of race is becoming increasingly popular in Europe and next winter a committee will be established to ensure active cooperation between

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the clubs which already organize the "Kent" type of race. These clubs include the Ski Club of Great Britain, the Sestriere Ski Club, and the Megève Ski Club.

The Kent, or "Citadin" (townsman), races are important enough to be well worth winning. However, since they do not serve as barometers of national prestige, there is no temptation to enter ski racers who are not qualified under the rules. Since the first Duke of Kent race was held in 1935, I can recall only three racers who should not have entered.

In summary, the health of a sport depends on the ratio of those who compete and those who merely watch. Therefore, we need not only open competitions in which amateurs can learn from experience in competing against the world's best, but also races restricted to those who are genuine amateur recreational skiers. The qualifications for such races must be strict and strictly enforced.

IOC president, ski officials discuss Sir Arnold's views

Because of the great diversity of opinion on the amateur question, *SKI Magazine* circulated Sir Arnold's article prior to publication. A sampling of the replies is presented here.—Ed.

Avery Brundage

President, International Olympic Committee

"Since Sir Arnold Lunn has been connected with the Fédération Internationale de Ski for many years and has an extensive knowledge of conditions in this excellent sport in many countries, we assume that his statements are correct. They certainly indicate a most unhealthy state of affairs and we agree with him wholeheartedly that something should be done and done promptly, because conditions are getting worse instead of better. The misappropriation of skiing, one of the finest of winter sports, for national prestige, and its commercialization for the benefit of mercenary resort owners and manufacturers, must be greatly deplored. Some ski publications are not entirely innocent in this respect.

"Insofar as the Olympic Games are
continued page 74



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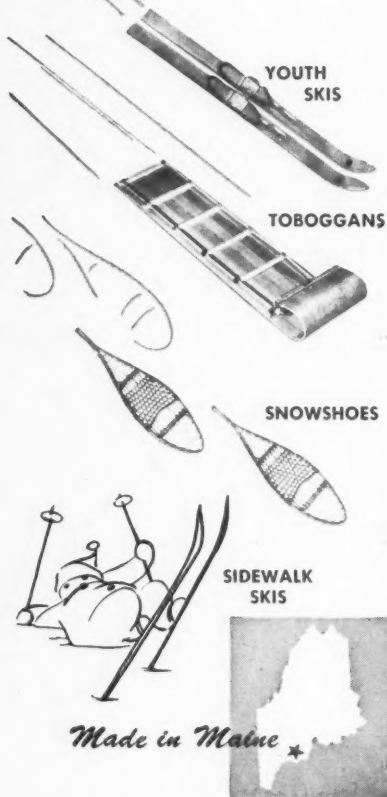
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THE AMATEUR PROBLEM

continued from page 71

concerned, three signatures are required on every entry blank. If anyone who is not an amateur participates in the Olympic Games three people have lied. Sir Arnold does not mention names, but every example cited by him is an individual who is not eligible according to Olympic rules, which forbid capitalization of athletic fame, payments in excess of actual expenses, paid coaching, teaching of any but elementary skiers and then only as an incident to other employment, the advertisement of ski products or equipment, broken time payments, and in general what he calls 'career skiing.'

"There is another phase to the question which Sir Arnold did not mention, and that is the gifts of houses, automobiles and other expensive presents that many winners at the recent VIII Olympic Winter Games at Squaw Valley received. So far as the Olympic Games are concerned, these individuals are no longer eligible and we have been waiting for FIS officials to say so publicly.

"The International Olympic Committee has no police force, but depends on the national federations and the national Olympic committees, who know the skiers and who know whether or not they are amateurs, to certify their entry blanks.

"Sir Arnold has prepared a devastat-

ing indictment of his own sport. The necessary corrections must come from within and they are long overdue if organized skiing is to remain a sport and not become a business. Evasion of the rules is cheating, not cleverness. Ninety-five per cent of all skiers ski for fun and a great majority of ski officials are amateurs. The F.I.S. and its national federations, including the N.S.A., will have to choose between whether they are to be operated for the benefit of the ninety-five per cent who are amateurs or for the handful who wish to make their livelihood skiing. It is questionable whether individuals who have a selfish business or political interest in a sport should have a voice in amateur organizations.

"There are many dedicated amateur ski leaders in every country. Here in the United States we have Stan Mullin, Roland Palmedo and Albert Sigal among others, who like Sir Arnold, are trying to clean house, and I hope that they will be successful.

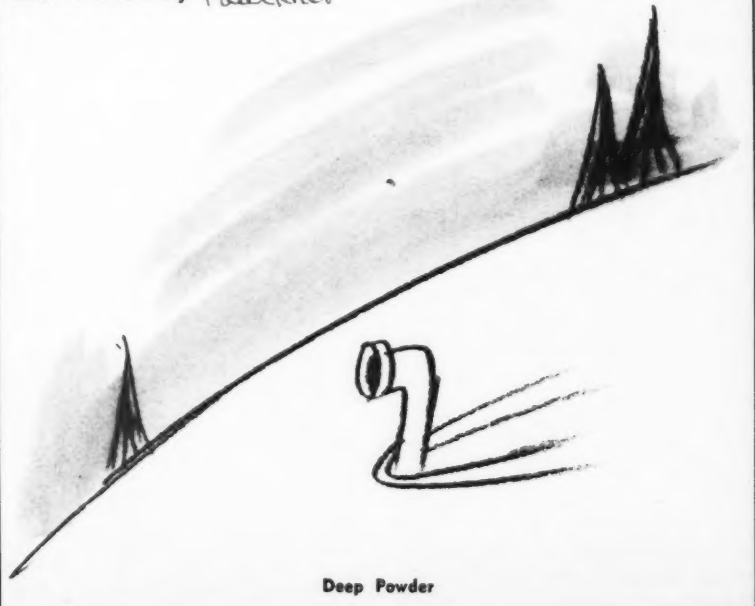
"At its next session, recommendations will be made to the International Olympic Committee that its regulations be tightened and equipped with teeth and I hope that they will be adopted. The F.I.S. could well take similar action."

Stan Mullin

Chairman, National Ski Association Eligibility Rules Committee

"... the eligibility rules are reasonably interpreted today. The emphasis

SLOPE DOPE by Faulkner



is on 'exploitation' of athletic success, which if it happens, results in disqualification. The trouble occurs in trying to create 'equality' among competitors which is more a question of 'classification' than 'eligibility.' If we would spend five years trying to establish proper classifications for competitors, we might find less trouble with the word 'eligible'...

"The end objective is to have more people compete, rather than have a few competitors watched by thousands. To broaden the base we must have more club races of the type so ably sponsored by Sun Valley Ski Club."

Sven Wiik

Ski Coach,

Western State College of Colorado

"... it is not the Olympic rules themselves that seem to be the problem. It is the enforcement of the rules in which we are lacking... If we can find an effective method to enforce the Olympic rules as well as the FIS rules, I think that our athletes would comply with them and both camps will be happy."

"I would like to see the Olympic Winter Games continued pretty much as they have been, strictly for amateurs, but the rules should provide the opportunity for anybody who qualifies to participate, whether rich or poor, without having to suffer a financial hardship."

Edwin D. Eaton

Co-Chairman USEASA Eligibility Committee, former USEASA and NSA president

"I agree wholeheartedly with Sir Arnold's position..."

"The U.S. Eastern Amateur Ski Association at its convention in Albany last spring... voted to retain the open class... along with purely amateur events in spite of the National Ski Association's elimination of the open class and combining of amateurs and ski teachers in one class... However, the USEASA board of directors subsequently voted to overrule the action of the Albany convention."

"... sponsoring clubs [should] be allowed the freedom of choice to conduct either open or strictly amateur events... skiing as a form of competition in future Winter Olympic Games is in serious jeopardy as a result of the path being followed by the present officials of the USEASA and NSA."

END

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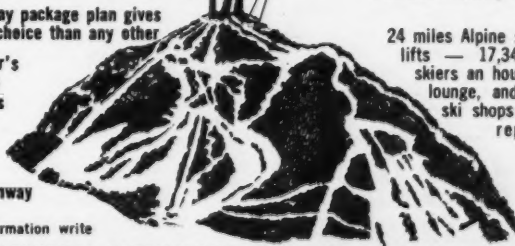
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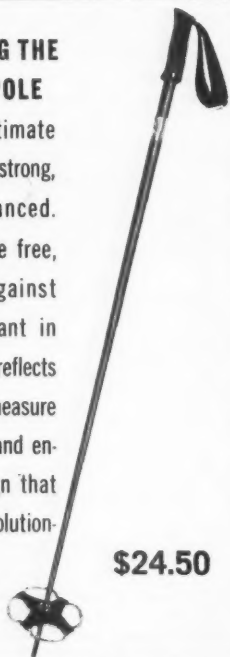
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RACE TECHNIQUE

continued from page 67

culties and the necessary check on speed in the key passages.

One example illustrates this fact perfectly. During the winter of 1958-59, Guy Perillat was one of the best slalom racers in the world on the basis of the fastest single run in each of the slaloms that he entered. However, he was always beaten in one heat out of the two and as a result was not even among the first twenty in the FIS slalom ratings for that year. Having learned his lesson, he controlled himself at the Olympics at Squaw Valley and was rewarded with the FIS combined title for the three alpine events.

The two-heat race is an extra difficulty to the racer on a tactical plane. To overcome this difficulty gives not only proof of intelligence, but also shows perfect mastery over one's nerves. Willy Bogner, Jr., the bright young German star, demonstrated this point last season. On the Lauberhorn Willy won the downhill, taking good advantage of a lull in the storm over Wengen that day. The next day he won the first heat of the slalom. He decided to take a minimum of risks in order to get first place in the combined, giving up a possible victory in the slalom. However, his judgment was off and he slowed down too much and lost both the slalom and the combined. This slip pursued him at Squaw Valley. Again he led after the first heat in the slalom. No ski expert expected him to win because he was young and inexperienced. They were right. Afraid that victory would again elude him, he took too many risks, fell twice and was disqualified. Nothing could demonstrate more graphically the delicate decisions a racer must make to insure victory.

What novelty can we expect in the future from competitive skiing? Will tomorrow's champions, like the auto racer, have more lucid thoughts and quicker reflexes? Or will he be a more powerful athlete? Or will he be a more complete technician, a real ski acrobat?

No one knows, but in the light of our present experiences we must work in all three of these directions. **END**

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HINTERSEER

continued from page 35

While it was easier than it looked, it was a difficult one to memorize. Moliator's course not only had more gates, but it was trickier. It presented opportunities for tremendous acceleration, but had traps for the unwary.

The second run of any slalom is the ultimate test of a skier's nerves and tactical ability. The heaviest pressure is on the leader after the first run and it is only the most experienced who can resist either playing it safe or trying to increase his lead. In this particular case Bogner carried a double handicap. He not only was the leader, but he also started first, which made it impossible for him to gauge his performance against that of his competitors. I, on the other hand, was in an ideal position, running seventh (actually sixth, since Staub had dropped out) behind three of four of my major rivals for the gold medal.

By the time I stepped into the starting gate, Bogner, who would have been hardest to beat had he made even a slightly better than average run, had fallen. Milante had been slow (1.04.3). Ludwig Leitner made a threat with a 59.6-second run. Leitner's run was a valuable indication of what was possible on the course. When Bozon couldn't break a minute, I knew that I was in an ideal spot to win.

As soon as I reached the first gate combination I found the rhythm of the course. It suited my style perfectly. I found it was possible for me to run it almost all out, almost at the outer edges of the possible. Yet never at any time did I feel that I was overstepping this fine line. When my time (58.2) was announced I was reasonably certain that victory was mine and a few runs later it was confirmed.

END

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NEW PRODUCTS



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The Chamonix is a new ski boot model suitable for both expert and beginner, according to the distributor, Le Trappeur, Inc., 60 Washington Court, Quincy 69, Mass. It is a full double boot with speed lacing hooks and Good-year welt and comes in sizes for men and women. The western distributor is Anderson & Thompson Ski Co., 1725 Westlake Ave., North, Seattle 7, Wash.



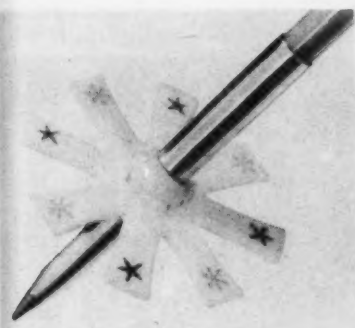
SKI MITTS

Ski mitts made of vinyl plastic with flannel lining are sized for women and teen-agers to wear with or without liners. They are long wearing and completely waterproof, according to the manufacturer, the Pioneer Rubber Company of Willard, Ohio. The mitts retail for \$2.49 a pair.

BOOTS THAT FIT

Three Colorado skiers are now taking orders for ski boots made from individual plastic foot molds. The designers are Dave Lawrence, former Olympic racer, and Dr. Robert Oden, an orthopedic surgeon, of Aspen, and Bruce Scott, a manufacturer of braces and artificial limbs, of Denver. The

boots will be handmade in Switzerland. Excellent fit will be a major feature of the boots which will have a metal hinge that permits forward ankle bend but prevents sidewise play.



FIBERGLAS POLE

Several innovations are incorporated in the Magnum ski pole manufactured by Sila-Flex, 1919 Placentia Ave., Costa Mesa, Calif. The pole is made of tubular laminated fiberglass with a ringless "snowflake" basket that operates on a ball swivel for free play. Advantages claimed are that there is no ring to catch on obstacles and the basket has more bearing surface on the snow than a conventional basket. Another feature is a release hand strap that can be locked or adjusted for release.



IMPROVED ROPE

The Columbian Rope Company of Auburn, N. Y., is now marketing a new polypropylene ski tow rope in addition to its specially-constructed manila rope. The new rope is made with alternating yellow and black strands for better visibility and resistance to sunlight, is forty per cent stronger and thirty per cent lighter than the manila product. The polypropylene rope is available in diameters of seven-eighths of an inch, one inch and one and one-eighth inches. Advantages claimed by the manufacturer include easier installation, lower "dead" load, inherent waterproofing and rot-proofing and additional flexibility. It cannot freeze. The rope is especially designed for ski tows to avoid twisting and spiraling.

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THE VETERANS GET TOGETHER



Edna Dercum, eventual winner of the women's national veterans class II championship, gets leisurely wax job from husband Max near the start of the race at Taos Ski Valley, N.M.



Photos on this page
by Ernie Blake

To Lee Varoz, Jr., an eleven-year-old Indian lad who is one of the most promising junior racers in New Mexico, fell the honor of forerunning the men's national veterans slalom race

The prospect of getting together with old friends and rivals lured many of the competitors to Taos. They happily burned the midnight oil, but showed up bright and cheery for the races



Racing is fun, and as the pictures on these two pages show, none can testify to this fact more than the thirty-two-and-over competitors who fall into the veterans classification.

Last year's nationals for the "oldsters" of racing were held at Taos Ski Valley, N.M., and Dodge Ridge, Calif. This year Taos will host the giant slalom—the third time it has been selected as one of the sites of the nationals—and Sugar Bowl, Calif., the slalom and downhill.

The national championships are friendly occasions, as much social as competitive. With no places on Olympic teams at stake the competition is less than grim, with the performances of the losers the subject of as much comment as those of the winners. As one of the participants said, "We take the cocktail hour as seriously as we do the racing." The importance of the racing, according to another humorous veteran, "is to provide conversation for après ski."

When is a competitor too old to race? Apparently, there is no age limit. Fred Wirthlin of San Francisco finished fourth in the veterans class III at the age of 69. He plans to be back this year.



If skills were a little rusty, enthusiasm wasn't. This is a scene from the giant slalom at Dodge Ridge, Calif.



"Pop" Horton, pioneer Far West skier, wouldn't have missed the races for anything. He served on the race jury

Techniques may change, but when it comes to smooth skiing, the vets are able to show today's hot rods a thing or two



Photos on this page by Hank Kranzler

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LETTERS TO THE EDITOR

Tamin' the Cowboys

Sirs:

Yippyio for the spirit of those axe swingin', forest clearin', tower buildin', rope splicin', chair fixin', ridin' and skiin' cowboys of Big Hole Basin.

In due respect for Mr. T. Lee McCracken, who is certainly one of the foremost pioneers of the skiin' sport, I gotta admit that twenty-five grand is a mighty fine price for a chair lift. I have always been under the impression, however, that it takes more than just a used rope from an abandoned mine, some wooden towers and twenty old chairs from a broken-down lift, a drivin' unit without standby-motor, etc., to make a chair lift.

Well, I guess it's all right as long as the safety boards and the insurance companies don't mind this modern version of "Russian Roulette." I can see now what fools we fellers are sellin' lifts with new zinc-coated steel towers, galvanized cable, (safety factor 5:1), galvanized tubular chairs with foot rests, arm rests and safety bars, spring-loaded double cable clamps, sets of sheaves with anti-derailment devices, drivin' units with auxiliary motors and additional emergency brakes as well as other safety equipment at almost the same price!

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Cheers for Penny

Sirs:

Penny Pitou's article "Penny Pitou Speaks Her Mind," (SKI, November 1960) was inspiring. She states many truths... and proposes training plans for our winter Olympic teams.

I endorse her plans for organized early and regular training camps for skiers if we expect to compete in world competition. May I encourage greater use of the lightweight bicycle as a training and conditioning tool as well as ideal local transportation.

Hal Olsen

Los Alamos, N.M.

Downside Up

Sirs:

I have seen the pictures of the original Austrian wedeln demonstration put out by Henke, read the pros and cons and various instructions offered in SKI

continued



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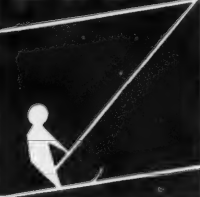


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Letters

and *Sports Illustrated*, but to me the majority of diagrams are a hindrance to learning. In *SKI* (October, 1956) Brooks Dodge was shown going downhill from my point of view if I were following him to learn. I believe Wally Foeger has shown both men and ski diagrams from the proper learning viewpoint, the rear . . . few . . . can visualize reversal of left-right, uphill-downhill, outside-inside, weighted-unweighted.

Until ski schools get some good slow motion pictures taken from rear and side view angles and show them to a class before going on the slopes, the learners are expending possibly twice as much time, energy and money as they should.

Charles W. Underhill
Sanford, N.C.

• Mr. Underhill turned the diagrams on pages 51 and 52 in the December, 1960, *SKI* article, "Secrets of Effortless Skiing" by Clemens Hutter, upside down to illustrate his point, which, we think, is a good one—Ed.

Mistaken Identity

Sirs:

The physician examining the x-ray in "Ski Injuries You Can Avoid" (*SKI* December, 1960, page 78) is [Milton Wolf] certainly one of the most competent in the ski trauma field . . . he is the initial founder of high quality medicine at Mount Snow.

Arthur E. Ellison, M.D.
Williamstown, Mass.

• Dr. Ellison, author of the article, has our apologies. We hope this incorrect identification does not have any lasting effect on the two men who have pioneered treatment of ski injuries—Ed.

More on Schrittbogen

Sirs:

Schrittbogen! Ah, yes. We have been teaching something like it here at Wildcat for two years, but didn't know it had a name. That is, we have been getting the pupils to lift the inside ski in both stem christies and pure christies. I don't think we have ever asked them to step to the outside ski. But that's what I like about the Austrian system, it allows for innovations and expansion without affecting the sequence or end result. Anything that helps get the skier going and progressing is desirable.

I think that the reason Schrittbogen



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is of value on hardpack and ice as an adjunct for the racer may be explained in this way: When both skis are equally weighted the camber of both skis offers resistance to the flattening out of the skis. However, when all the weight is brought onto one ski its camber is reduced twice as effectively and thus affords a single cutting edge with twice as much bite.

After Schrittbogen, what?
Rink Earle
Center Conway, N.H.

Sirs:

Thank you for your fine article on Schrittbogen. The group I ski with started experimenting with the lifted ski and a stepping turn last year . . . your article has served to clarify and vindicate our findings . . . Your article is the first comprehensive discussion of this new development and is in keeping with your excellent and up-to-date attitude.

While offering much for the beginner and novice, you have still kept your magazine the publication for the better skier. We feel that your magazine is the best in the skiing field.

Richard I. Woodruff
Collegeville, Pa.

Praise for Doctor Ellison

Sirs:

Congratulations to SKI and Dr. Arthur Ellison on the fine article, "Ski Injuries You Can Avoid." I especially appreciated the part about the "single point fixation safety strap" . . . Although I don't make my living skiing I ski a great deal more than the average weekend skier . . . I have seen many such cuts and slashes as the doctor mentions. I hope this article is well read and many others as well written; so as to make our sport safer and more enjoyable.

John S. Murphy
Portland, Me.

Skiing Can Only Benefit

Sirs:

Skiing can only benefit when you publish articles on ski safety such as the two excellent articles by Dr. Arthur Ellison of Mt. Snow (SKI, January, 1960, and December, 1960). Not one of us fails to realize that we run some risk of injury each time we ski. It's pretty nice knowing who will care for you if you should get hurt at Mt. Snow and that the care you get is the best there is.

Mrs. Helen Chapin
Brookline, Mass.

SKI, FEBRUARY, 1961

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so you've
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Why Competition?

by Gus Weber

Director, Mammoth Mt. Ski School

This is the fifth in a series of columns for those who are taking up skiing for the first time. They are also intended for experienced skiers trying to introduce others to the sport—Ed.

February and March are the big months for competition in skiing. And while these races are the source of excitement, they are also the source of some annoyance and frustration for the recreational skier. "Why," he asks, "should I be barred from some of the best runs on the mountain just because a few hot shots want to schuss down it faster than anyone else?"

This is a legitimate question and one that deserves a careful answer. You can be sure that big resorts which rely on customer goodwill for their revenue don't "irritate" recreational skiers unless there is a good reason for it.

I should stress first of all that there are only a few races which make any kind of an imposition on the average skier. These are major events involving the nation's and the world's best skiers. The high level of competition demands that the racers be given every available opportunity to train on the course. This is why you may find your favorite run closed to the public the week before the race.

"But why bother?" some ask. "Ski racing isn't much of a spectator sport and why should I give up even as little as two hours from my ski weekend?"

The answer is actually quite simple: Competition is more important to *your* skiing than you think. And as for not being much of a spectator sport, there are thousands who will contradict you.

Assume for a moment that there never had been any ski competition. If you were skiing at all—competition has also played a vital role in popularizing the sport—you would probably have to do without edges on your skis, and use glorified hiking boots instead of ski



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SKI, FEBRUARY, 1961

boots and toe straps instead of release bindings. Learning to ski would be more difficult and awkward, and your skiing would certainly be a lot slower. The fact that we have edges, snug but comfortable ski boots, release bindings and modern technique is due almost exclusively to racers. The development of technique and equipment are closely interlocked. Racers found a better way to ski, but their equipment wasn't equal to it. This spurred the manufacturers to make better equipment, which in turn made further advances in technique possible. Thanks to modern communications, this has resulted in amazingly fast and beneficial changes in your equipment and technique.

For this reason alone competition should be encouraged. But there are other and possibly more compelling reasons. For one, it helps raise the overall level of skiing ability. For example, wedeln would not have found its way into the curriculum of our ski schools if a large number of skiers had not been ready for it. The higher level of skiing done by the racers encouraged our experts who in turn encouraged the intermediates and beginners. Just as in other fields excellence encourages excellence, so in skiing good skiing encourages other skiers to do better.

Another good reason for racing is the incentive it provides for our young skiers, who need the spur of competition to improve their skiing, but with a penalty for recklessness. There are few sports which demand so much daring, so much technical knowledge, yet so much common sense as well. Ski racing teaches values which are important in life. The fact that the race is run against the clock and without a visible opponent emphasizes the use of good judgment.

But I am not going to ask you merely to tolerate racing. More are able to, and should, participate in racing in various forms. There are a remarkable number of races in which you can compete. Most areas sponsor several races a year for recreational skiers only and they are good fun even if you come in last. In other areas there are the so-called "standard" races, where you can earn either a bronze, silver or gold medal by running an established course in a certain time.

If you are convinced that you can't race, racing still needs you. Helping out as a gatekeeper, secretary, timer or just by stamping the course you make an important contribution not only to racing, but the entire sport of skiing. **END**



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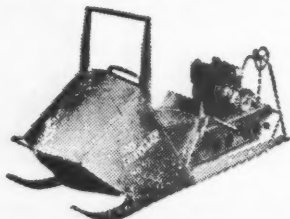
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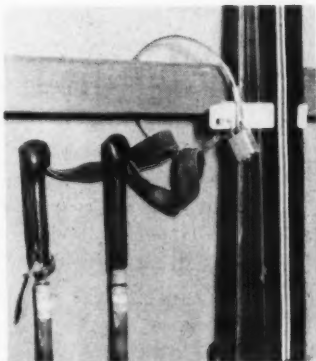
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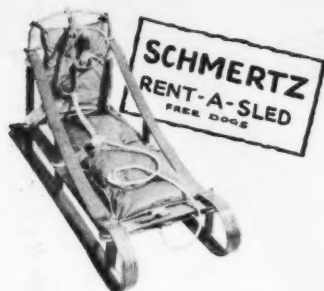
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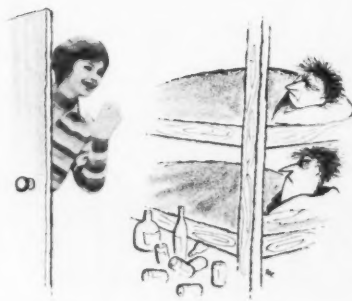
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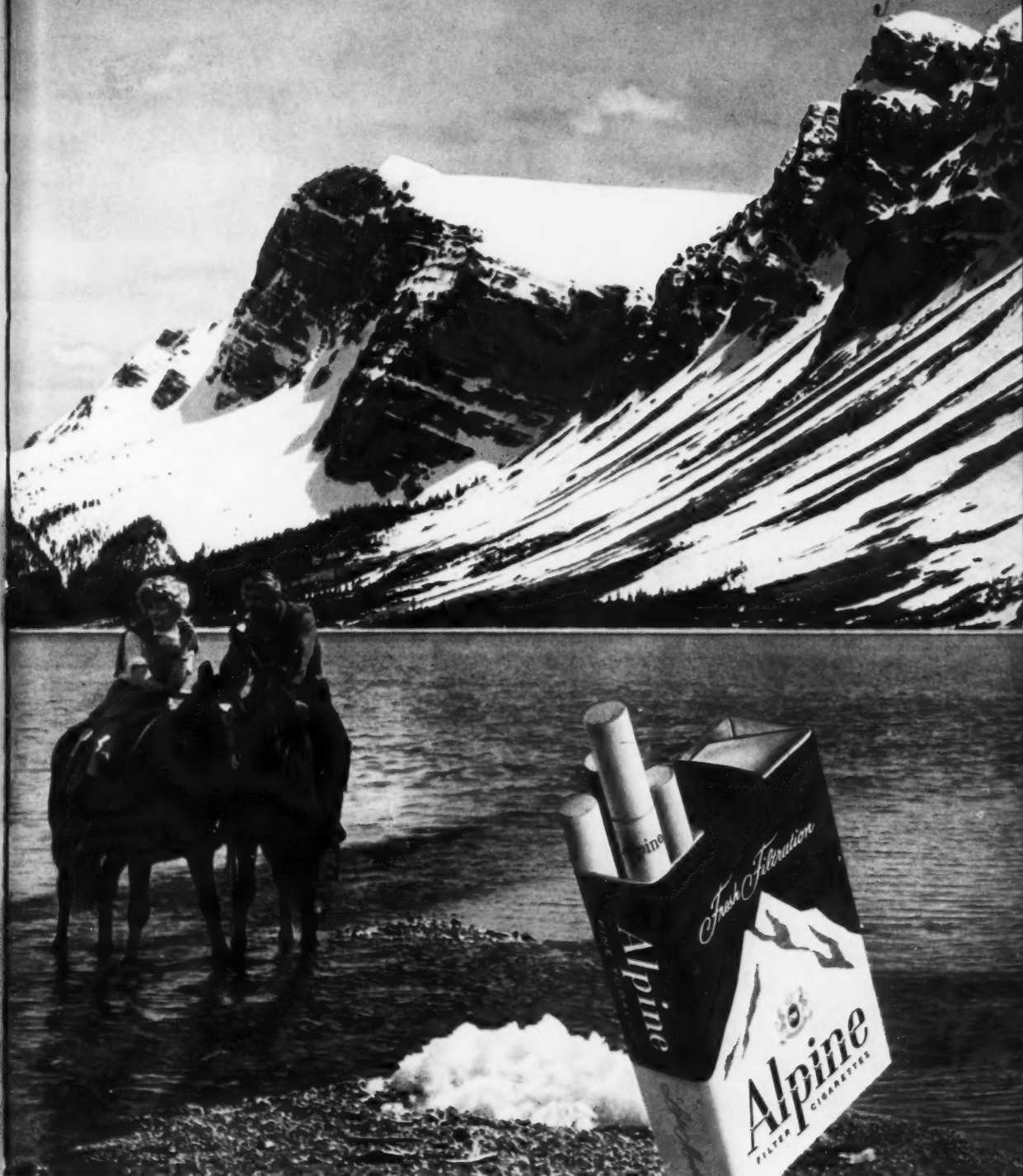


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